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Volume CCL No. 3244

THE SPHERE

LONDON, August 4, 1962

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With which are incorporated *The Graphic* and *Black & White*

VISIT TO CORNWALL

The Queen, wearing an appropriately floral hat, smiles happily during a visit to the Duchy of Cornwall farms near Saltash. With the Duke of Edinburgh she spent a day in Cornwall last week, at the start of a three-day visit to the West. Most of the Royal couple's time in the county was spent with Duchy tenants, of whom Prince Charles, as Duke of Cornwall, is landlord. They also visited Lostwithiel and Fowey. The last Royal visit to Fowey was made by Queen Victoria and Prince Albert in 1846. The second day of the tour saw the Queen and the Duke in Plymouth for the opening of the city's spectacular new Civic Centre, and on the last day they went to Britannia Royal Naval College in Dartmouth before rejoining the Royal Train at Totnes

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NEWS SUMMARY

Lord Home on applying the lessons of Laos to Berlin; crisis point in E.E.C. talks; the changes in the Treasury; threat of civil war in Algeria

INTERNATIONAL

Speaking in the House of Lords in **London** on July 25, Lord Home, Britain's Foreign Secretary, said that apart from some obstinate exceptions, he saw some improvement in the international situation compared with a year ago. He had noticed an improved atmosphere at Geneva at the conclusion of the fourteen-nation conference on Laos and the signing of the agreement establishing the neutralist Government in Laos. Lord Home then revealed that eighteen months ago the crisis over Laos was so acute that the question of a world war, in which Britain would have been inevitably involved, "could have turned on the spin of a coin."

The great Powers had looked over the brink at the prospect of world war over Laos and had turned back, he went on. Perhaps Russia would learn from this and draw back from the brink at Berlin. The Foreign Secretary also spoke of disarmament and said he hoped to make a statement in the near future on the effects of new scientific information on the detection of underground nuclear tests.

Finally, he spoke of Russia's policy of trouble-making at the United Nations over colonialism and the emancipation of new independent nations. The U.N. should support and pursue a policy of orderly change, peaceful change. If it did not, "we shall not have a United Nations at all in a few years."

Mr. Gardiner, Ghanaian U.N. head in the Congo, (third from right), walks at the side of M. Tshombe in the funeral procession in Elisabethville of the three Katangese alleged to have been killed in an incident at a U.N. road-block

COMMON MARKET

In **Brussels,** the negotiations on the key question of what would happen to Commonwealth temperate foodstuffs if Britain joined the E.E.C. reached an impasse last week and Mr. Heath, the Lord Privy Seal, flew back to London for Cabinet discussions. He was to return to Brussels last Wednesday to resume talks. On that day both the Commons and the Lords were to debate the Common Market. It was expected that during this week it would be announced that Parliament would be recalled towards the end of September for a full-scale debate at which the Government hoped (at any rate until last week's impasse) that an outline agreement with the Six could be discussed.

GREAT BRITAIN

A major reorganisation of the Treasury was announced last weekend. Mr. William Armstrong (47) has been promoted from Third Secretary to succeed Sir Frank Lee as Joint Permanent Secretary, when Sir Frank retires at the end of September to become Master of Corpus Christi, Cambridge. Sir Norman Brook, who retires at the end of the year as the Treasury's other Joint Permanent Secretary and Secretary to the Cabinet, is to be succeeded by two men, as his posts are to be separated. Sir Laurence Helsby (54), Permanent Secretary at the Ministry of Labour, becomes Joint Permanent Secretary and head of the Home Civil Service, and Sir Burke Trend (48), a Second Secretary at the Treasury, becomes Secretary to the Cabinet. The shuffle is part of the internal reorganisation of the Treasury. Its new structure, based on recommendations in the Plowden Report, should be in operation by the end of the year.

In the House of Commons, the Opposition's "No confidence" motion against the Government was defeated by 98 votes. Mr. Macmillan during the debate announced that the Government was to set up a National Incomes Commission (promptly dubbed "Nick") to examine claims and disputes on pay in both public and private sectors. It was opposed by the T.U.C. on the grounds that pay disputes cannot be discussed separately from general economic policy and by Mr. Gaitskell on the grounds that it was announced without full consultation and that incomes policy must be based on industrial expansion.

Mr. Macmillan last week also announced that the Molony Committee's recommendation of a Consumer Council was accepted; that there would be legislation on conditions in offices and shops and on workers' contracts of service; and that systems for training the young would be reviewed.

In **Manchester,** Sir Oswald Mosley's attempted Union Movement rally met violent opposition last Sunday. Sir Oswald was knocked down, there were numerous brawls, and forty-seven people were arrested.

ALGERIA

The dissident Vice-Premier of the Provisional Government, M. Ben Bella, continued to gain ground in his struggle for power with the Prime Minister, M. Ben Khedda. After establishing control in Western Algeria, last week Benbellist forces seized the eastern cities of **Bône** and **Constantine,** leaving M. Ben Khedda increasingly isolated in **Algiers.** He had been reported as having conditionally accepted M. Ben Bella's seven-man political bureau, but after the seizure of Constantine the situation became more fluid. Two other Vice-Premiers, M. Belkacem Krim, and the ardent anti-Benbellist, M. Mohammed Boudiaf, established themselves at **Tizi-Ouzou** in the key area of Kabylia, home of the Berbers, between Constantine and Algiers, and urged loyalist forces to resist "a premeditated aggression," thus adding the old Berber-Arab rivalry to Algeria's divisions. However, at the weekend M. Krim met a Benbellist envoy, M. Mohammed Khider, for talks, while troops of Willaya 4, the local military zone, took over control in Algiers, apparently to pave the way for M. Ben Bella's expected entry to the city.

CONGO

After a week of intense diplomatic activity stemming mainly from the United States and the United Nations, M. Adoula's Government issued a communiqué from **Leopoldville** proposing a new Congolese constitution of a Federal type involving substantial concessions to Katangese demands for provincial self-rule. The Katanga Government said it would negotiate with the Central Government, "whatever government it may be." This followed a report that the U.S.A., Britain, Belgium and France had agreed on a formula for a federal Congo, to be put to U Thant, the U.N. Acting Secretary-General, thus appearing to have healed a reported rift between Britain and the U.S. on the use of economic sanctions in Katanga.

Meanwhile, at **Manono,** in North Katanga, a Dakota transport aircraft of Rhodesian Air Services was forced down in an area where there were large concentrations of Congolese troops. Mr. Malloch, the head of Rhodesian Air Services, was reported as saying the U.N. were responsible for the incident.

FINLAND

A demonstration against the Communist-sponsored World Youth Festival was made in the centre of **Helsinki** by some 2,000 young Finns on the eve of the opening of the festival. They shouted anti-Communist slogans before being dispersed by mounted police. Several arrests were reported.

MR. DAVID BARKER ON MISTER SOFTEE

MISS PAT SMYTHE AND SCORCHIN'

At the Royal International Horse Show in London last week, the European Show Jumping Championship was won for Britain by Mr. David Barker on Mister Softee. The outstanding rider of the Show was undoubtedly Miss Pat Smythe. She won the Saddle of Honour for the most points gained on one horse and the Loriner's Cup for most points on two horses—Flanagan and Scorchin'

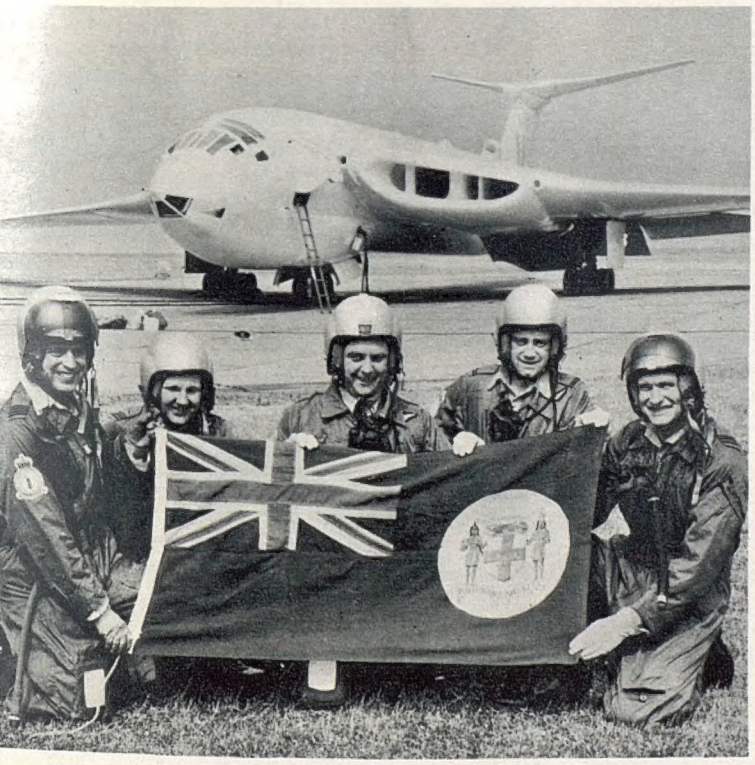
THE NEWS IN PICTURES

THE GREATER MALAYSIA TALKS

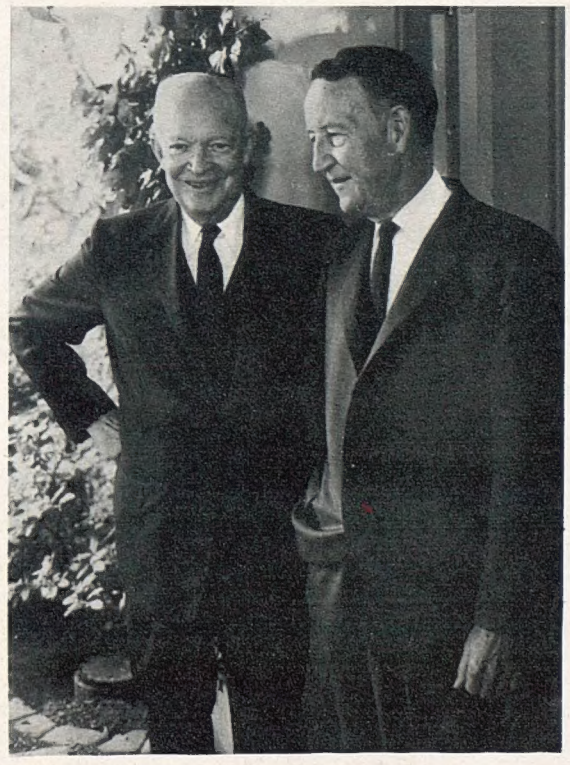
A PORTUGUESE WINE BOAT SAILS UP THE THAMES

Mr. Lee Kuan Yew, the Prime Minister of Singapore, is greeted by Mr. Duncan Sandys, Secretary of State for Commonwealth Relations, at the Commonwealth Relations Office in Whitehall. Mr. Lee had just arrived in London to take part in the top-level talks concerning the possible Federation of Greater Malaysia, consisting of Malaya, Singapore, Sarawak, British North Borneo and the Sultanate of Brunei. (Pictures of Sarawak are on pages 165 to 167)

Three Portuguese girls in national costume are on board the *Barco Rabelo* in the Pool of London. She is one of the six picturesque boats used to carry casks of port down the Douro River to Oporto. The gaily-painted vessel was brought on a goodwill visit to London



V-BOMBERS FOR INDEPENDENCE CELEBRATIONS IN JAMAICA



MR. EISENHOWER ON HIS WAY TO BRITAIN

Far left: Members of No. 139 (Jamaica) Squadron, Bomber Command, based at Wittering, in Northamptonshire, hold up the flag presented to the Squadron after it was adopted by Jamaica during the last war. Background is one of the Victor Mk. 2 bombers of the Squadron. Three of these aircraft were due to leave Britain on August 1 to take part in the Jamaica Independence celebrations on August 6. The force was to be led by Air Vice-Marshal B. K. Burnett, Air Officer Commanding, 3 Group

In Copenhagen, ex-President Eisenhower talks to the former U.S. Ambassador in Moscow, Mr. Llewellyn Thompson, who recently ended his tour of duty in Russia. Mr. and Mrs. Eisenhower were in Denmark as part of their private European tour. They are coming to Britain during August. Their engagements in London include luncheon at Buckingham Palace with the Queen. Then they are going to Mr. Eisenhower's flat in Culzean castle, in Ayrshire

A "BABY" JET AIRLINER FOR EXECUTIVES IN A HURRY

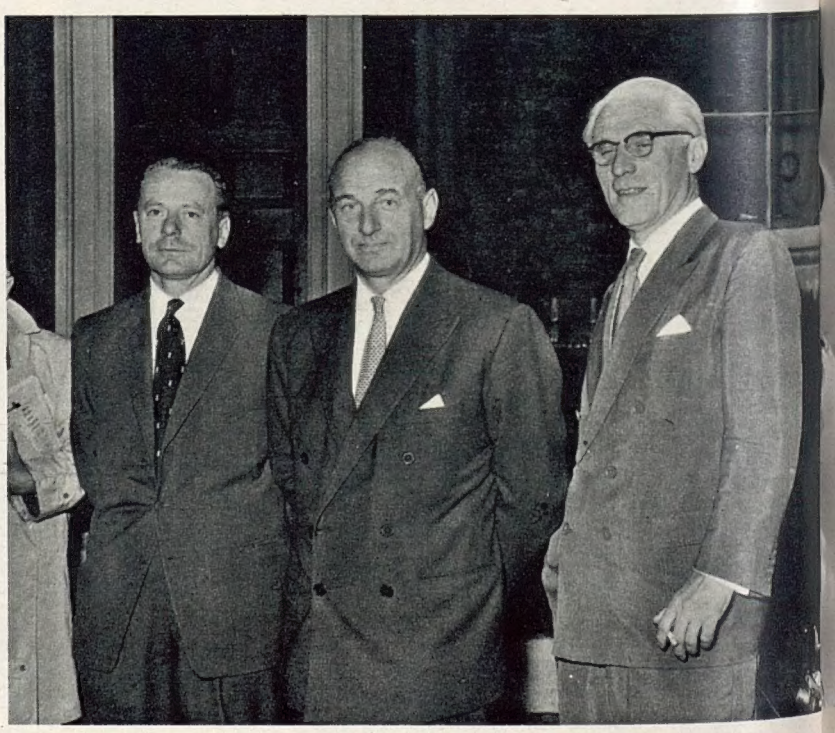
The new De Havilland executive jet D.H.125 is rolled out at the company's airfield at Hatfield. Powered by two Bristol Siddeley Viper 20 jet engines mounted at the rear of the fuselage, the D.H.125 is designed as a small, high-speed airliner to carry out a variety of civil and military roles. It is, in fact, a successor in executive aircraft to the long-popular De Havilland Dove, several of which are lined up in the picture. The D.H.125 is a private venture by De Havilland, a member of the Hawker Siddeley group. It will fly at 500 m.p.h., carry between six and ten passengers, and have a range up to 1,500 miles. Engine runs and taxi-ing trials started last week after the roll-out. The first flight is due shortly. A number of firm orders have already been made. Last week it was reported that an order from the R.A.F. might be placed soon. De Havilland hope to go on selling the 125 for many years, especially as it is competitively priced at only £150,000 plus up to £25,000 for radio and navigational equipment

LONDON'S NEW QUARANTINE LAUNCH

The Port of London Authority's new quarantine launch, the *Humphrey Morris*, under way in the Pool of London. Inspected by the Lord Mayor of London last week, the new launch is London's first line of defence against infectious diseases from overseas—she goes alongside ships to enable medical officers to carry out examinations. Displacing 130 tons, the *Humphrey Morris* replaces the thirty-year-old *Howard Deighton*. She was built by James Pollock and Sons Limited, of Faversham, in Kent

TRAMS IN EASTBOURNE

Far right: One of the trams of The Crumbles Electric Tramway at Eastbourne arrives back at Prince's Park Gate after its twenty-minute trip taking holidaymakers to The Crumbles. From there there are fine views of Beachy Head and the Downs. A firm favourite with holidaymakers in the Sussex resort, the tramway is one of the very few still operating in Britain



T.U.C. LEADERS AND EMPLOYERS' REPRESENTATIVES AT ADMIRALTY HOUSE

Sir Tom O'Brien and Mr. George Woodcock leave Admiralty House after the meetings between Mr. Macmillan and T.U.C. leaders to explain his proposals for a National Incomes Commission. Later on the same day last week, Mr. Macmillan announced during the Commons debate on the Opposition's "No confidence" motion, that the Commission was to be set up as a permanent body. **Far right:** Mr. J. M. Ling, Mr. E. J. Hunter and Sir George Pollock, representatives of the British Employers' Confederation, outside Admiralty House after their talks with Mr. Macmillan on the Commission. Mr. Woodcock, general secretary of the T.U.C., attacked the Commission as utterly useless. It will be an advisory body on incomes in both public and private sectors

THE NEWS IN PICTURES

BRITISH-BUILT JET FIGHTERS IN OPERATION WITH THE FINNISH AIR FORCE

Folland Gnat jet fighters of No. 21 Squadron of the Finnish Air Force are serviced on the hard snow of the airfield at Hame Wing, Jyvaskyla, 150 miles north of Helsinki. The Finnish Air Force have been operating these light, versatile aircraft for nearly four years. No special modifications were required to the airframe or the Bristol Siddeley Orpheus power unit to meet the severe climatic conditions in Finland. During the winter, No. 21 Squadron operates regularly at temperatures of minus 20 degrees Cent. and in exceptional weather at minus 30 degrees Cent. Because of these conditions, care has to be taken in landing and taxi-ing on the hard, frozen runways. Heat from the jet exhaust melts the top surface of snow, which promptly freezes into solid ice

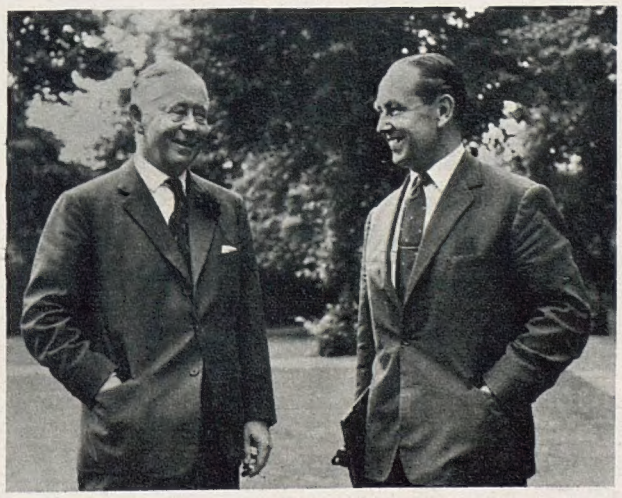
Below right: President Sukarno of Indonesia and his wife (right) introduce their son Guntur to the Soviet Deputy Premier, Anastas Mikoyan, at a reception given at the President's Palace near Jakarta in honour of the Russian visitor. Last week it was reported that talks which had been continuing since March between Indonesia and the Netherlands on Dutch New Guinea were deadlocked and nearing collapse

MR. MIKOYAN IN INDONESIA

Far right: Mr. Jomo Kenyatta, Minister of State for Constitutional Affairs in the Kenya Coalition Government, and leader of the political party, Kanu, greets his son Peter at Nairobi Airport. An economics student at King's College, Cambridge, Peter Kenyatta was on his first visit to Kenya. He said that his English mother, Mrs. Edna Kenyatta, might also go to Kenya sometime next year

TWO GENERATIONS OF KENYATTAS

The Duke of Norfolk chats with Mr. S. C. Griffith, M.C.C. secretary-elect, at Lord's after the announcement that the Duke will manage the M.C.C. team to tour Australia and New Zealand next winter. The news, which came as a great surprise, was widely welcomed in both Britain and Australia. Mr. A. V. Bedser, former England and Surrey bowler, will be the assistant manager for the tour



MANAGER OF M.C.C. TOURISTS

Far right: Princess Chichibu of Japan stands at London Airport with the Duke of Kent, who had met her at the start of her official visit to Britain. Her Imperial Highness, who is aged fifty-two, is the widowed sister-in-law of the Emperor Hirohito

A ROYAL VISITOR FROM JAPAN

The Queen walks across the square in front of the new Civic Centre in Plymouth, with the city's Lord Mayor, Alderman H. G. Mason. Behind is Mrs. Mason. The Civic Centre, which cost £1,500,000 to build, and is the first major civic centre to be built in Britain since the war, was opened by the Queen during her visit, with the Duke of Edinburgh, to Plymouth and Devonport. It was the crowning moment in the reconstruction of a city whose centre was devastated during the war. At a civic luncheon the Queen recalled her father's tribute to the city's "unvanquished courage" in wartime

QUEEN IN DEVON

The Queen and the Lord Mayor of Plymouth walk through crowd-lined streets in the older part of Plymouth undamaged during the war

An umbrella shielding her head from the steady drizzle, the Queen inspects cadets at the Britannia Royal Naval College, Dartmouth

JOHN CONNELL

TESTS, TALKS AND MISSILES

How many men and women nowadays in their fifties and beyond are aware, every August and September, of certain deep tremors of historical and politico-diplomatic memory? Twice in their life-span the nations have gone to war at this season. The words " international tension " have an especially sharp edge for them every time the harvest comes around. I am fifty-three years old this month; I celebrate my birthday to the distant thunder of men marching.

A man such as I am, therefore, can hardly help reading with dour apprehension the latest " defence " news from all over the world. There is one kind of harvest which I dread with all my heart. Though I have no intention whatever of spreading alarm and despondency, I have a feeling that I am by no means alone in reacting with real anxiety to the Soviet Union's announcement a week or so ago of a resumption of nuclear testing, and to the news that (even before this announcement) the Russians had fired a Polaris-type missile from a submarine submerged somehwere in the Arctic Ocean.

The Kremlin's explanation for these actions is both simple and cynical. They were described as " forced measures " in reply to the latest series of American tests; Russia (so Mr. Khrushchev's argument ran) followed the United States in starting to test and has held fewer tests than the West, so therefore has the right to be the last to hold nuclear tests in the world. This apparently came as no particular surprise to the U.S. State Department. Is this perhaps one reason for my own *angst*—that when each side takes the other's tests for granted, then the rest of us

President Nasser walks with Field-Marshal Amer (on his left), Egyptian War Minister, and other officers and officials at a rocket launching site in the Egyptian Desert

may be compelled hurriedly to come in out of the rain. Informed American opinion holds now that—contrary to all previous expectation and contrary to experience last year— the Russian decision is not intended to provoke, and will not provoke, a major East-West crisis.

There have been, it seems, some significant changes in the political and economic approach to the problem of tests, on both sides. Is there, then, a tacit understanding that both the United States and the Soviet Union will have their tests and that negotiations shall go on as usual about disarmament, the future of Berlin and all the other familiar subjects of controversy? The *Guardian* has quoted an almost Talleyrand-like remark by one unnamed Western diplomatist in Moscow: " These negotiations may be ' orchestrated ' by nuclear explosions, but they are not to be ruined by them."

This is a consoling if cynical analysis of a situation which others can hardly help finding perilous. However, it gains credence when it is considered alongside the State Department's restrained and cautious observations: " It is our hope that the Soviet Union will continue to negotiate—and seriously so—in Geneva for the purpose of reaching agreement to ban nuclear testing, which the U.S. and other countries of the world so earnestly desire."

It is not easy to efface all recollections of the somewhat different attitude adopted last year by the West when the Kremlin unilaterally—and abruptly—ended the Russo-American atomic test moratorium, and thus restarted the present intensified nuclear arms race. Why this new complacence? Does it mean that we are going to put ourselves in the position of taking for granted round after round of tests, with the consequent inevitable radioactive contamination of the atmosphere?

This could be very dangerous as well as dishonourable. It may for the moment suit the Americans' book, but it can do humanity a great deal of harm. A multilateral ban on nuclear tests is the simplest, as well as the most practical, step that can be taken towards general disarmament and the final removal of the threat of war. Negotiation is an excellent prelude to a ban, but not a substitute for it. The more tests there are, the greater grows the danger that nuclear weapons will be used; and even if it is conceded that the Americans, the Russians and ourselves have the true measure of the threat, and will remain extremely chary of turning it into a reality, there are others who are not so chastened, not so far-sighted. There are ambitious nations that are hungry for " prestige " and for power, who will see in the continuation of tests an encouragement for their own plans for producing nuclear arms and holding atmospheric tests.

The extension of the nuclear club is a crucial, perhaps catastrophic, development which the present limited membership very rightly dreads. China, as we all know, is pressing on with her plans for nuclear weapons, with conspicuous disregard for the Soviet Union's disapproval. The present skirmishes on the desolate plateau where Tibet borders Kashmir are a repetition of the events of two and three years ago, and may only be a tactical manœuvring for position; but it cannot be doubted that if and when China has atomic weapons she will use them to further her expansionist aims. Why should India, whose plans for the industrial use of atomic energy are now far advanced, not convert her technological knowledge and skill to defence purposes which, in view of the increasing threat of China, it would be hard not to justify?

As a connoisseur of unlikely Oriental nomenclature, I am delighted by the British newspapers' discovery of Chip Chap Valley; but my felicity is tinged with a harsher hue by the recognition that these familiar patrol clashes in barren and unpopulous regions are intended to be the prelude to something much nastier and on a much bigger scale—not immediately but in the long term. Nor are China and India the only candidates now jostling for entry into the club. It may have been sheer coincidence, but at exactly the same time as the Kremlin announcements, President Nasser, as part of the beano in celebration of the tenth anniversary of the Egyptian Revolution, watched his country's forces fire off four rocket missiles, two with a range of 400 miles, two with a range of 250 miles, somewhere in the Western Desert. When asked what order of targets they could hit he gave a characteristic reply: " Somewhere south of Beirut." He also renewed his public pledge to " liberate " Palestine. Since the world has developed a technique of taking Nasser's utterances with lavish doses of salt, it is as well to put on record what exactly he did say: " I wish the world to know that I shall not permit Palestine to remain in Israeli hands. I am not just saying this for home consumption. All the world has seen we are getting ready."

A clearer, less equivocal threat could not be made, and all the evasive explanations by Arabophile apologists ought not to diminish its effect. In answer it can be said, with equal firmness, that Israel is determined to defend herself against any Egyptian attack. Six fairly tranquil years have passed since Sinai. A small and—by Congo standards—inexpensive U.N. force supposedly keeps the peace along the Israel-Egypt border; but the real cause of such stability as has developed in the Middle East has been Israel's policy of restraint and firmness. There is no change of mood in Israel now, but there is an increasing awareness of the seriousness of the new threat. Two major victories over Egypt in fourteen years have created a legend which will endure as long as the people of Israel endure; but they have not been accompanied by complacency, in this generation at any rate. The Israelis' capacity for self-defence may be awkward for the rest of the world, but they nourish it tenaciously, and they will not hesitate to make use of it, to the full, if it becomes necessary. President Nasser's rockets carry a wider, more urgent warning than perhaps even he intended.

They were discharged on July 21; Mr. Khrushchev's announcement was made on July 21; and on that same day the seventeen-nation disarmament negotiations at Geneva, which had been in recess for a month, were resumed. A single day of speeches, news conferences and statements by the Americans and Russians sufficed to show how thin are the present chances for agreement, not only on disarmament but on the test ban. Something near deadlock was reached because the Russians, though breathing rather obvious goodwill over the reduction of conventional armaments, refused stubbornly to budge from their determination not to permit any form of international control of nuclear weapons.

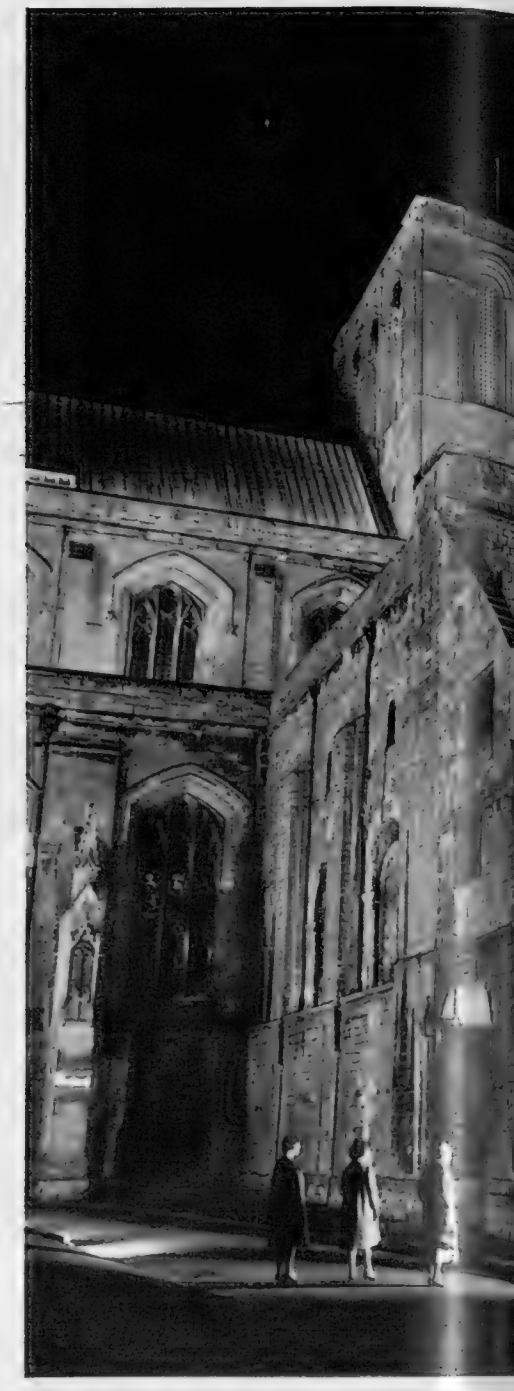
The neutrals and the uncommitted nations, who are impatient with both sides but tend always to give way more easily to the Russians than to the West, have already begun to press the West to accept the Soviet proposition that it is now safe enough to rely on national detection systems, linked to an " International Control Commission " which would supervise—somewhat academically, I feel—the fulfilment of any test ban treaty. Everyone at Geneva was aware, from the outset of this new round of talks, of a sense of oppression at the continued *impasse*.

Not for the first time I find that I agree with the *New York Times*' editorial writer who observed: " The need is for creative, far-sighted statesmanship to end a trend which may wind up in world destruction. Regrettably, statesmanship is not yet visible."

The face of the eminent French sculptor Jean Arp is framed by one of his sculptures. Now aged seventy-five, Arp has become one of the most influential of twentieth-century sculptors. Since his early days as a leader of the Dadaist movement, he has been in the forefront of European developments in sculpture. At his studio at Meudon, near Paris, Jean Arp in recent years has been concentrating on bronzes. Examples of his work can be seen in London at the Hanover Gallery and in late November the comprehensive retrospective exhibition of his work which was first arranged at the Musée Nationale d'Art Moderne, in Paris, will be on show at the Tate Gallery

HONOURING JEAN ARP

The old garrison church of the Chelsea Barracks, built in 1861, which is being preserved in the new Barracks building. In the background are the blocks housing the married quarters. Work on the £2,000,000 rebuilding and modernisation programme is now well-advanced



Shadows stand out in the floodlights beamed production is being performed in the Cathedral C the 1,100th anniversary of the death of the celebrated

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

A London pub re-named. Miss Bridget D'Oyly Carte unveils the sign portraying her grandfather, Richard D'Oyly Carte, and Gilbert and Sullivan at the " Gilbert and Sullivan " (formerly St. Martin's Tavern), near the Savoy Theatre. On the walls of the bar and restaurant is a unique collection of items relating to the operas

WHO WILL SHOW US ANY GOOD? Sir Cyril Osborne recently spoke a mouthful in *The Times* in reference to the Government's new " image." " It must give individuals a sense of purpose," he agreed. But how? Who is capable of inspiring us to a continuous acceptance of duty, sacrifice and discipline, and who dare punish those who will not respond? Can anyone make this pleasure-loving generation live by the old ideal that we were put on earth to do a job of work and not to fritter our lives away in self-indulgence? In time of war and instant peril, such men have in the past occasionally been found. In time of peace and plenty, never in modern times. If such a man exists, let him step forward. He is not among the old familiar faces in public life under any party banner. It won't be done by sops and bribes, plans and promises, concessions and compromises. Longer listening and viewing hours on the B.B.C. will bring the ideal no nearer, nor will higher pensions, higher wages, increased welfare benefits, more roads and houses. These things may all be good, some urgent. They have yet to be earned. But until the acceptance of duty, sacrifice and discipline are achieved, they are but bread and circuses, the historic prelude to a nation's downfall. Who dare punish those who will not respond? There may be unrecognised Cromwells in our midst possessed of that courage, but one by one every weapon available to them has lost its edge and rusted under flabby, vote-catching leadership. Arms and the man? The last is easier to find than the first—but let us break down this generalisation to the more optimistic facts. Not all the nation—even now—" fritters its life away in self-indulgence." Quite a number still accept duty, sacrifice and discipline. The arms and the man are needed for those who do not respond. The dutiful could do with another kind of stimulus.

THE JULY MASSACRES. Studying at leisure the ups and downs of Mr. Macmillan's second instalment of his purge, it seemed to me that he has assumed that to make an Administration popular with his back-benchers is one and the same with making it popular with the electorate—that by one bold (or panic) stroke he can achieve two vital things. I doubt if that has been done or can be done. More experienced students of politics, anxious to put the best face possible on his new look, put forward two good results: the Premier has administered a sharp rebuff to mere routine competence. What he has supplied instead are younger men with the power to think and

inchester Cathedral. This summer a *Son et Lumière* rrated by Sir Donald Wolfit) to commemorate ithun, who was Bishop of Winchester from 852 to 862

Dancers of the Ballets Minerva perform *Images*, a ballet in the romantic style, with music by Chabrier and Bizet, at the Minack Open-Air Theatre at Porthcurno, near Penzance, in Cornwall. The theatre's season runs each year from June to September with a number of productions by various companies ranging from *Hamlet* and *Comus* to Benn W. Levy's *Elektra*

speak, and not merely to execute but to *form* policy—in short, that at last he has made it clear that there is room for brains at the top. This considered judgment of the great purge—which at first blush was nowhere very favourably received—seems to me to make the Premier himself vulnerable to further criticism and to future trouble. It has taken him a very long time to realise that which every schoolboy knows: in times like these there is room for brains at the top in any government. As for future trouble, may there not be danger that this new sixth form, presided over by a couple of old senior masters, may soon grow as unruly as the old Bow and other groups in the lower forms, as the demand is voiced for radical changes of policy, here and there, against which the ushers have already set their faces? (The Squire can never promote *all* the ambitious young poachers to be his gamekeepers.) Unless, indeed, we are to assume that Mr. Macmillan has admitted defeat, confessed that the problems of government are too much for him and has asked his new sixth form to sort it out among themselves. Youth at the prow and leisure at the helm? The fog lies too thick still over the stricken field at Westminster for any student of politics to prophesy that the next batch of by-elections will prove how shrewd an old campaigner he has shown himself to be. No doubt the new Administration will soon settle down and settle in. If not yet a happy family party, a solid Tory Government (to put the "image" at its most optimistic) is not the same thing as a popular government. The past has been too long, the future is all too short.

GEORGE TREVELYAN. George Trevelyan, O.M., who died the other day at a great age, was a Whig historian, as was his great-uncle Macaulay. Like his great-uncle, he was a best-seller historian who revived the nation's interest in their past and expounded the stages of our cultural and social development. But he wrote his absorbing history with much less political bias than did perhaps his more famous great-uncle, though he, too, could make history as exciting and romantic as any novel. He differed, too, from Thomas Babington in the range of his interests. He was a countryman, a sportsman and well-versed in country lore. Macaulay had no such upbringing, either in childhood or in India. He was a confirmed Londoner and clumsy with his hands. George Trevelyan was very much a squire and campaigned all his life to preserve the sweets of country life for all who love nature, walking and field sports. *Pascua, rura, duces* were his themes. He wrote on all sorts of subjects, political, historical, biographical, military, and never failed to evoke his reader's interest and delight in the beauty of his style and the charm and authority of his scholarship.

SWEETS TO THE SWEET. We all of us feel an excess of chivalry when Leviathans seek to gobble up little fish. We take up arms for the small nation, the little man, and, in the case of Rutland, the little shire. What I know of Rutland is only on the surface. I enjoy that short stage in the long journey north. But I was impressed by the evidence of "witnesses for the defence" suggesting that the smaller the administrative area in acreage and population, the greater is the chance of efficient and individual services to the community. When I gathered from that evidence some hint that the continuous sucking of sweets by schoolchildren has been or will be checked in some Rutland schools, I came out a 100 per cent. Rutland man. The dentists cannot be wrong about the tooth-rotting evils of sweets *ad lib*. In Rutland they have a real chance of proving it by annual examination. And I don't think the anti-litter fraternity are wrong in pointing out another deadly consequence of sweet-sucking; the tough and indestructible wrappings of these lollies and other poisons are thrown to the ground as a matter of course by a vast majority of the children, and these small papers are much harder to pick up than newspapers and even cigarette cartons. In some parts of Wales, schoolchildren have been recommended an apple a day to ward off dental decay. I expect the experts are right who say apples are good for young teeth, and I suppose, though it is a moot point, that apple-cores are preferable as litter to sweet wrappings. It is said there is an anti-litter education given in schools. It doesn't go deep. I waded through a snowstorm of wrappings the other day on my local New Forest "lawn" and begged the grown-up organisers of a school outing to see that the mess was tidied up before the end. The answer I received was dusty: "The children are here to enjoy themselves." *Quis custodiet . . .?*

THE OLD STAGER

THE LOUDEST WHISPER: Alone in their deserted school are Martha (Shirley MacLaine) and Karen (Audrey Hepburn)

ENTERTAINMENT

CHILDREN TROUBLE

The Miracle Worker at the London Pavilion from August 3 and The Loudest Whisper at the Odeon, Leicester Square, from August 16

Something of a field day is provided for the amateur child psychologist in two striking new American films. Both in their way display a fidelity to their authors rare in Hollywood and this can partly be put down to the fact that both are independent productions, released through United Artists. *The Miracle Worker*, William Gibson's skilful piece of dramaturgy based on the true story of Annie Sullivan's successful fight to teach the young, blind and deaf Helen Keller the miracle of language, is well known from stage runs.

The Broadway version had the advantage of superb performances by Anne Bancroft and the young Patty Duke. To this the film remains faithful, for it was made as an independent production by the play's producer, Fred Coe, its director, Arthur Penn, and its author. Shot in a soft black and white, with hazy grey flashbacks, the film captures the atmosphere of the late nineteenth century in Alabama.

Helen, seven years old, has become a little animal, treated as a pet by her parents. But although deaf and blind, she is strong-willed and intelligent. She meets her match in Annie Sullivan, brought up in a workhouse and herself half-blind. The struggle to teach discipline to a child who cannot be spoken to reaches its climax in the now famous ten-minute-long fight in the dining-room of the Keller house, played in silence. It is refreshing to come across a film which fills one with the marvel of the ability to communicate.

The second film is Lillian Hellman's famous play *The Children's Hour*, re-titled, in a burst of Hollywood frenzy, *The Loudest Whisper*. It is in point of fact the second film version, but the less said about the first the better. Produced and directed by William Wyler, with co-operation from Lillian Hellman, *The Loudest Whisper* stars Shirley MacLaine and Audrey Hepburn as the two young schoolmistresses—Martha and Karen—who have made a success of their private school, only to have their lives ruined by the malicious lying of a small girl. The plot centres on these accusations, only half understood by the spoilt child, that the two schoolmistresses have an unnatural relationship. Finely acted and directed, *The Loudest Whisper* is a sympathetic version of Lillian Hellman's emotionally honest and compelling play.

Jolyon Wimhurst

THE MIRACLE WORKER: Annie Sullivan (Anne Bancroft) arrives at the Keller household, to be welcomed by Mrs. Keller (Inga Swenson); James (Andrew Prine); and Captain Keller (Victor Jory). **Left:** Hands stretched towards the sky she cannot see, Helen Keller (Patty Duke) stumbles through the grass, as she is pursued by her mother

THE MIRACLE WORKER: Helen, lost in her blind and deaf world, reacts violently at the end of Annie's first lesson, hitting her new teacher across the face with a doll. **Below:** Later, Helen copies all Annie's movements in an effort to understand—even to the extent of also sitting down in a stream after Annie has slipped in

THE VOICE OF THE COMMON

AUSTRALIA

Canberra prepares for a jubilee

In February and March next year, the Queen and the Duke of Edinburgh will visit Australia. It will be the Queen's second visit. She was last in Australia in 1954. The Royal couple are expected to visit all States. The announcement of the Royal tour has aroused enthusiasm throughout Australia—particularly in Canberra, the Federal capital. One of the main purposes of the Queen's visit will be to attend Canberra's jubilee celebrations, commemorating the day of March 12, 1913, when the Governor-General, Lord Denman, laid the foundation-stone of the commencement column on the slopes of Capital Hill.

In contrast to the bush setting that confronted Lord Denman, the Queen will see a showpiece of civic planning and Australia's fastest-growing city. As its physical shape changes, there is no doubt that Canberra is winning the acceptance of Australians as a shining symbol of national fulfilment. Canberra is in the Australian Capital Territory, an area of 1,015 square miles within the State of New South Wales. It is 148 air miles from Sydney, 315 from Melbourne and 70 from the nearest strip of the Pacific coast. About 2,000 ft. above sea-level, it lies in the Molonglo River Valley. To the west and south are the Australian Alps. The Canberra site for the national capital was not agreed upon until some years after federation and the history of its planning and establishment is filled with lively bickering. The prize-winning design by the American architect, Walter Burley Griffin, although the subject of many disagreements, has been the general basis for the city's development.

Canberra has now passed through the problems associated with the foundation of new cities and has reached economic and civic adulthood. Now, apart from its function as a seat of Government, it is a city growing in its own right as a regional and commercial centre and as an educational and tourist centre of national importance. In the next ten years, Canberra's character as a national capital and as a garden city will settle into its final pattern. By 1972, the city's population will be nearly double the present figure of about 58,000. Five years ago the figure was 35,000. At present, Canberra has about 14,000 houses and flats. By 1972, some 15,000 more dwelling units will have been built. Most of these will be in completely new suburbs in the south-west of the present Canberra city district. Apart from Canberra's impressive programme of public buildings, about £A35,000,000 will be privately spent on home-building and another £A30,000,000 on business development in the city.

A start has at last been made on the lake scheme, an integral part of the Griffin plan. Work is being speeded up so that the Royal visitors will be able to see the lake in substantially completed form—a 25,000-acre sheet of water six miles long and with foreshores of some 20 miles. There were early objections to Griffin's plan that the lakes would divide the city. But there seems no doubt now that the lake will, as in Griffin's vision, wed the separate parts of the city together into one magnificent whole. As the seat of Government and because of its architectural interest and the undoubted beauty of its broad, tree-lined avenues, Canberra has become an important tourist centre. The trees alone are something to talk about. More than 2,500,000 have been planted, from American Pin oaks to Chinese elms.

The Civic Centre in City Square, Canberra

Griffin visualised Canberra as a centre of culture and scientific activity. The first fruit of this was the establishment of the national observatory in 1923. By 1955, the observatory, on the top of Mount Stromlo, had become the foremost centre for the study of the southern heavens. The national Library and the Australian Forestry School were opened in 1927, and a University College and National Institute of Anatomy in 1930. Laboratories of the Australian Scientific and Industrial Research Organisation were also established. Then came a bolder move, the founding in 1946 of the Australian National University for post-graduate research. At present, the A.N.U. is concentrating on the development of four major schools—Medical Research, Physical Sciences, Social Sciences and Pacific Studies. Recently the University has incorporated the University College as a School of General Studies, which is the undergraduate division. Adjacent to the A.N.U. are other outstanding institutions, including the Academy of Science, and several important divisions of the C.S.I.R.O.

Canberra is no longer a " bush " capital, remote from the people, but is quickly winning the pride and affection of the entire population.

Left: An aerial view of Parliament House in the Australian capital. In the top left-hand corner of the photograph can be seen the Administrative Building

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Brigadier Bernard Fergusson enjoys a joke with Captain A. C. Jones of the Shaw Savill S.S. *Corinthic* at King George V Dock in London. Right is Mr. T. L. Macdonald, the New Zealand High Commissioner in London. Brigadier Fergusson will arrive in New Zealand to take up his appointment as Governor-General on November 8

Clearance in progress on the site of Nigeria's first oil refinery to be built near Alesa-Eleme, eighteen miles from Port Harcourt, on the coast of Eastern Nigeria, for the BP-Shell Petroleum Refining Company of Nigeria Limited. The agreement for the construction and operation of the refinery, in which the Nigerian Federal Government and the Eastern Nigerian Regional Government will have a substantial holding, was signed in Lagos on July 25. Clearance of the site of 300 acres began in January. The cost of construction is estimated at approximately £8,000,000. When it is commissioned in 1964 the refinery will be capable of processing some 1,600,000 tons of Nigerian crude oil each year, to be supplied from the Shell-BP Nigerian oilfields. A jetty is to be built, by the Government, on the Bonny River near the refinery to aid distribution

Spring blossoms border the spacious Brisbane Avenue in Canberra

BOOK REVIEW

An influential Australian— Lord Casey's memoirs

Lord Casey's war career was an unusual one for an Australian. After being Australian Minister in Washington in the years 1940-42, he moved to the Middle East, where he represented Churchill's War Cabinet until 1944, when he was made Governor of Bengal, a post which he was to hold until 1946. He has now collated his reminiscences of these three vital centres of activity in a volume called PERSONAL EXPERIENCE: 1939-46 (Constable. 30s.) This does not attempt to be a complete history, rather a selection of diary extracts with a slender linking narrative. It abounds in anecdotes, character sketches (some robust Churchilliana here) and flashes of illuminating comment. Sometimes he makes those days seem like another world, as when he notes: "The continued existence of the British Navy is the *sine qua non* that makes American isolationism possible." One realises how far we have travelled in twenty years.

Lord Casey's approach seems sometimes curiously offhand—almost flippant—especially when one considers the momentousness of the events with which he is dealing, but it gives the proceedings an air of bravado, and helps the book to avoid turgidity, the bane of memoirs-writers. And it will be of use as another piece in the jigsaw of Second World War history. One hopes he is preparing his later Memoirs as Minister of External Affairs.

Mr. Ezekiel Josiah, District Commissioner of Nyeri District, in Central Province, is one of the first four Africans to hold this rank in Kenya

Mr. Josiah (left) with other administrative officers in his district. They are, from left: Mr. Grayburn (back to camera); Mr. Prosson; Mr. Nyareng; Mr. De Souza (back to camera); and Mr. Cashmore

COMMISSIONER IN KENYA

Mr. Ezekiel Josiah took up his post as District Commissioner of Nyeri District earlier this year. Aged forty-nine, he entered the public service as a junior clerk in the Public Works Department at Kisumu thirty-two years ago. Now he is one of the first four Africans to have been appointed District Commissioners in Kenya. One of Mr. Josiah's first tasks was to overcome local opposition to new resettlement schemes. By holding an intensive series of *barazas* (meetings) throughout the district, which he attended in person to answer critics' questions, he soon changed the atmosphere. Within a month there was a flood of applications to participate in the schemes.

Like all senior administrative officers, Nyeri's District Commissioner has a wide knowledge of Kenya, gained from his experience in posts in many parts of the country. In 1954 he made a three-month tour of Britain and in 1957 he was the first African Kenyan to attend the Overseas Civil Service Course, held that year at Keble College, Oxford.

The Commissioner addresses a *baraza* at Aguthi to give details of land resettlement schemes for the Kikuyu people

A view of Kuching, the capital of Sarawak, which has a population of about 50,000

Businessmen of the Iban community, one of Indian origin (left) and two of Chinese extraction

SARAWAK

Future under discussion

One of the less familiar areas of the Commonwealth is in the news at the moment, with the publication of the Cobbold Report due probably at the beginning of this month. It contains the findings of a Commission set up in January of this year, as arranged by the Prime Ministers of Britain and Malaya, to ascertain the views of the peoples of North Borneo, Sarawak and Brunei regarding the proposed Federation of Greater Malaysia, also to include Malaya and Singapore.

Sarawak is the largest of the territories visited by the members of the Commission, occupying an area of about 47,500 square miles, not much smaller than the area of the Federation of Malaya. Its population, however, is much sparser, totalling 744,000, at the 1960 census.

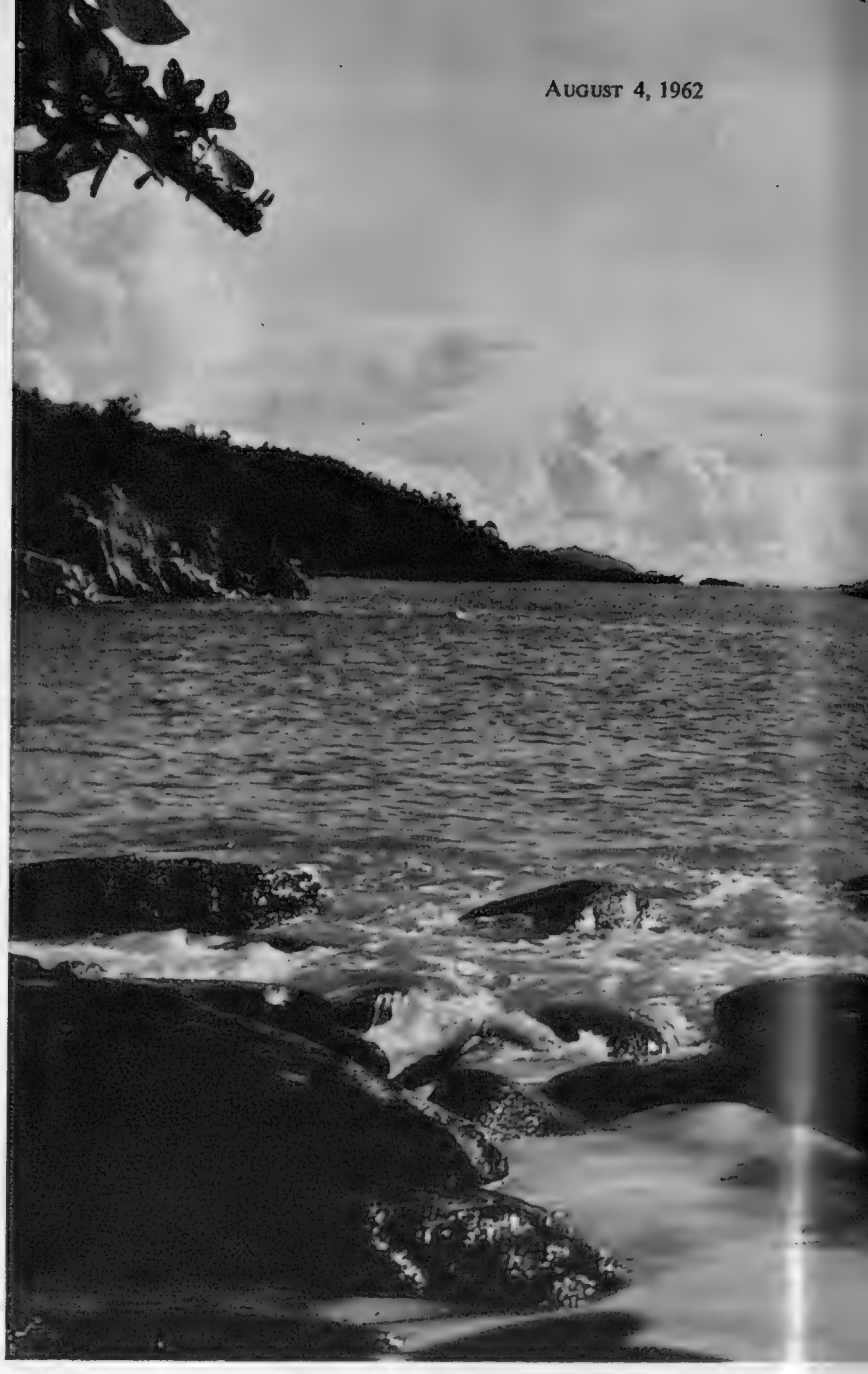
British influence originally came to Sarawak with the granting of the government of part of the territory to Sir James Brooke by the Sultan of Brunei in return for assistance in quelling a revolt of turbulent Land Dayaks of the interior. In 1888 all Sarawak was placed under British protection, which meant, in fact, the protection of the Brooke dynasty, who were known as "the white rajahs." Sarawak was occupied in 1941 by the Japanese, and after the war it became a Crown Colony.

The present constitution, which came into existence in 1956, provides for a Governor; a Supreme Council (the Executive Council) and a Council Negri (the

(*Continued on following page*)

A Chinese woman lights joss-sticks at an altar dedicated to ancestors

A Land Dayak couple and **(right)** a weatherbeaten woman of the Melanaus tribe



The rocky shore of one of the many bays and inlets along the Sarawak coast

SARAWAK

(*Continued from previous page*)

Pepper vines are trained up hardwood posts. Sarawak pepper is well known for its quality

legislature). Elections to the Council Negri is by a system of electoral colleges working through local councils. Recently political activity has increased and a number of parties have developed, the largest of which is the S.U.P.P. (the Sarawak United People's Party). The main plank in their platform is independence as early as this is feasible, but this has been altered in view of the Malaysia proposals.

In spite of the wide variety of races, there is little racial conflict in Sarawak, although mutual suspicions do exist. The Chinese group, which controls most of the retail trade, as in other parts of South-East Asia, are perhaps the most politically conscious. The Malays are mainly gardeners, fishermen or small traders. With the Chinese they furnish most of the Government staff. The Ibans, or Sea Dayaks, the largest group, mostly inhabit longhouses, where a whole village lives under one roof. Each family has its own door. Nowadays most Ibans have rubber-trees, and sell the rubber for cash. Other crops are peppers, sago, rice. Exports also include oil, timber and bauxite.

Most of Sarawak is still covered with jungle, with cultivated areas lying along the coast, or the rivers, which are the main highways. There are few roads and no railways. One reason why the Malaysia connection is favoured is that it would mean new economic strength to help a largely undeveloped country.

Women tread sago flour, extracted from the pith of the felled sago palm

One of the chief exports is timber, mainly from the coastal forests

A procession of Muslim Malays in the streets of Kuching

A family of the Kayan Kenyas, a tribe living in the north of the country

BRIAN VESEY-FITZGERALD

LISTENING TO THE BAND

Away back in 1918 Mary MacCarthy published her novel *A Pier and a Band.* I hasten to point out that I am referring to the English novelist Mary MacCarthy, not the contemporary Mary McCarthy, the American writer of adroit but not similar gifts. *A Pier and a Band* is not a book that is read much these days, and perhaps that statement is in itself an exaggeration. Most people have probably never heard of it or its author. More's the pity because it is one of the few novels which has stuck in my mind from the first reading and which I have read, I suppose, at least a dozen times.

Certainly it deserves to be more widely known than it is. I fancy it is a book of classic quality. Maybe we English ought to start a cult for our own Mary MacCarthy. This novel of hers at any rate has a distinctively English quality about it—quiet, Jane Austenish in tempo and a little in style, too. At each reading you find something new, something which you cannot believe you could possibly have missed at all the previous readings. *A Pier and a Band* is about the truest picture of country-house England in the nineteenth century I have read. It reminds me in its subject matter of Chekhov, of *The Cherry Orchard* in an English setting.

But I am getting carried away. When I sat down at my desk I had no intention of writing about Mary MacCarthy. I sat down to write about August Bank Holiday at the seaside. But when I started to think about what August Bank Holiday at the seaside meant to me, well that is what it meant: a pier and a band.

Usually, at the end of the summer term, I would be whisked off to the seaside for a fortnight or so. Through the years I graduated from sand-castles through the slot-machines on the pier to listening to the band—more often than not in company with an aunt. I was, I presume, handed over to the aunt in order that my parents might have a rest. All my aunts, as I recall, would make a bee-line for the bandstand, would then produce some form of needlework, and doze.

As a result I developed a fondness for brass bands (which I have never lost) and quite an eye for a bandstand. And a very sharp eye indeed for the man who came round to collect the cash for sitting in a deck-chair. A deck-chair is not the easiest of things to get out of in a hurry and I never had much pocket-money; and I did have the sort of aunts who sometimes (especially as I grew older) expected you to pay for them—as part of your education. I was educated all right!

I was not alone in this: dodging the chair-collector, I mean. Years of observation have convinced me that dodging the chair-collector is a basic occupation with British seaside holiday crowds. I have often been astonished at the speed with which elderly and portly ladies and gentlemen can remove themselves from a deck-chair and at the nonchalance with which they stroll away. Behind each, dim in the past, is, I feel, an aunt and some needlework.

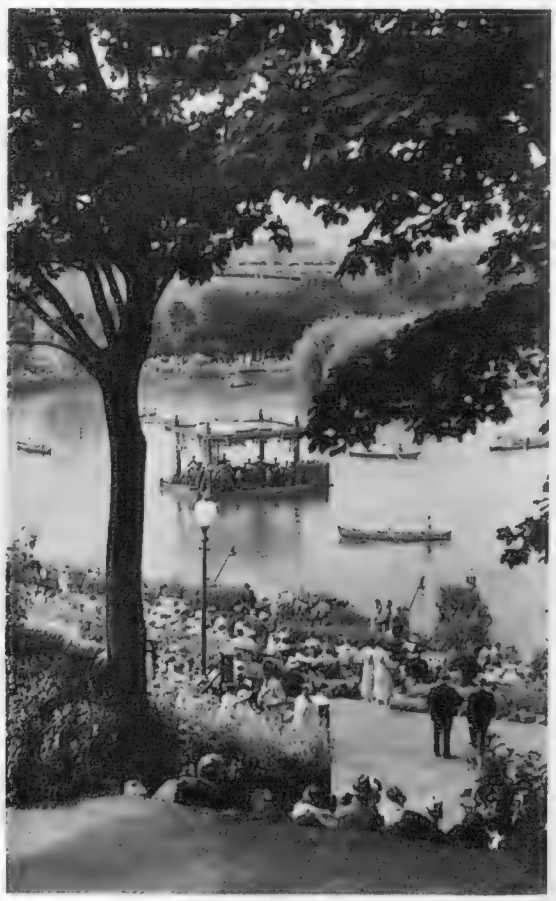
The first record for a band at the seaside I have been able to find is for Weymouth on July 7, 1789, the day King George first bathed. As the Royal head popped under the waves a band, concealed in a neighbouring machine, struck up "God save the King." That set the fashion. Soon every go-ahead resort had its band and there are specific mentions of the excellence of those at Torquay and Scarborough. Soon there were also complaints about the noise (Dickens complains bitterly of the noise at Broadstairs) and Eastbourne, determined to be select, banned all band-music on Sundays —including the Salvation Army band. The citizens rightly rebelled at this lack of concern for their souls and the prohibition was soon withdrawn.

The early bands marched about the streets and up and down the promenades. Bandstands came later—almost all are late Victorian or early Edwardian—and first, I think, to the inland spas. To the bandstands came the regimental bands in their brilliant uniforms to delight the elderly as they dozed in the sunshine; and later, when the promenades were darkened, the young women of the town.

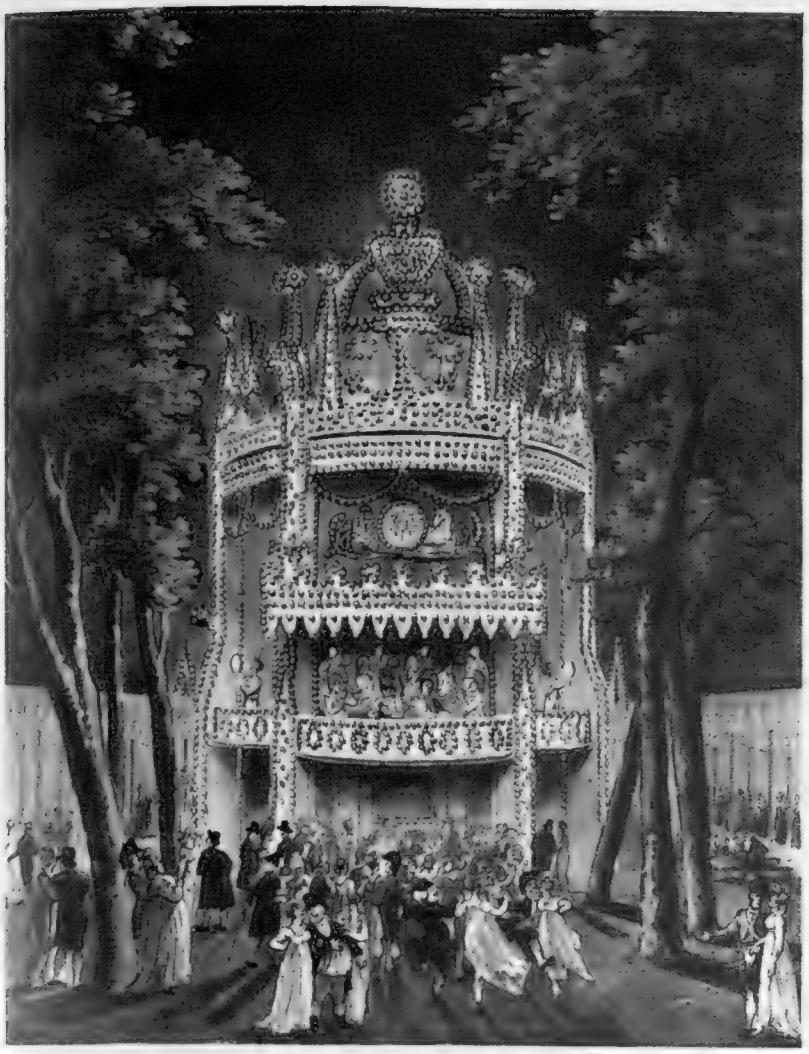
The decorative bandstand at Ripon, Yorkshire

I suppose that the bandstand fashion may be said to have lasted to the outbreak of the Second World War. Now it is almost dead: in the south of England at any rate. I do not mean by that that there are no longer bands, though at three resorts the bandstands I knew so well as a boy have disappeared. But listening to the band is no longer a "must." Admittedly this has not been the warmest of summers so far though it has been remarkably

A lunchtime audience listens to the band in the Victoria Embankment Gardens in London.



Right: The bandstand in the lake at Peasholm Park, Scarborough



Reproduced by permission of the Parker Gallery, London

An aquatint published in 1809 of dancing at night to the band in Vauxhall Gardens

A lakeside concert in the L.C.C. summer series at Kenwood, on Hampstead Heath

dry, but at three other resorts which I have visited this summer—not, it is true, at the height of the season—first-class bands have been playing to but a handful of people. Somebody, I feel, should write a treatise on the architecture of the bandstand before it wholly disappears from the promenades of the south: many have really beautiful wrought-iron work and splendid canopies, and wonderful decoration by way of wrought-iron flowers (still sometimes gaily painted), nymphs, mermaids, heads of Neptune, and so on.

It is easy—and I have heard it said—to blame the juke-box and the transistor-radio for lack of attendance at band concerts. But the juke-box is only for the young. There must be something more to it than that. For in the north, where the juke-box and the transistor-radio are equally popular, band concerts are well attended. But then the north is the country of the local band. The local band has almost disappeared in the south of England: at one time every village had its band which played at flower-shows and fetes, but now, if music is needed, a " record-player " is hired. In the north there is genuine appreciation of a good brass band.

I was recently at Ripon. The town boasts one of the most decorative of bandstands (the wrought-iron flowers had recently been painted), set in a beautifully-kept garden, and a town band of high quality. On a chilly evening it attracted a large, attentive, and very appreciative crowd; and here and there among it, I saw young courting couples holding hands, wrapped in the thunder of Wagner. The years slipped away. I remember now. Ah, yes, that is what I used to do. Wagner's music is so loud that you can talk without fear of being overheard—even by the aunt in the next chair.

A concert party on the Clapham Common bandstand

One of the attractions of the seaside—the oval bandstand at Cliftonville, Margate

GABOR DENES

YACHTING

The entries for Cowes Week which starts this Saturday are well up, considering that it is not a Fastnet year. For one thing, there are not many foreign entries, of which we have come to expect a number in the alternate years when they are attracted by a Fastnet Race.

All the same, there are forty entries for the Britannia Cup Race on Tuesday, compared to last year's forty-nine. This is a very satisfactory number. On Thursday there will be twenty-nine yachts racing for the New York Yacht Club Cup in Class I, twenty-two for the Vanity Cup in Class II, and thirty-nine in Class III for the new Maas Cup, which has been presented by the Royal Maas Yacht Club and is competed for for the first time. This does not quite reach the total number of cruising yachts racing on Tuesday, when in addition to those entered for the Britannia Cup there are twenty-three entries in Class II and forty-one in Class III.

Of the many purely racing classes the Dragons are going to have an exceptionally good muster of thirty-seven boats, including one each from France and Switzerland. Racing for two catamaran classes, the Shearwaters and Jumpaheads, is becoming an established tradition of Cowes Week, but this year for the first time the Royal Yacht Squadron is giving races for the 8-metre cruising catamaran class on Tuesday and Friday.

Once more the Royal patron of yachting, Prince Philip, is attending for most of the week, possibly arriving on Monday. He is expected to race on the three following days, but it is a matter of speculation in which of his two yachts he will sail, the new Royal yacht, *Bloodhound*, or the new Flying Fifteen, *Coweslip*. For the Tuesday, I would hazard a guess, *Bloodhound* in the Britannia Cup is the more likely choice, possibly also for Thursday, the New York Yacht Club Cup day, and so the best chance of seeing H.R.H. at the helm of *Coweslip* should be Wednesday.

The fact that the City of London Festival Tideway Race turned out to be the success it was, was largely due to the superb organisation. This was handled with great foresight and imagination by the Ranelagh Sailing Club, helped by the London Corinthian Sailing Club. Under the inspiring leadership of Ranelagh Commodore John Stokes the whole machinery of many people worked without faltering and without a creak.

The keenness and efficiency of all the officials, from hard-working race officers to " marshals," was fully matched by the complete co-operation of the more than 300 competitors and their crews. It was the combined result of these forces that after many weeks of preparation all went with clockwork precision on the day. The launching at Putney, the beaching on arrival at the Tower and subsequent launching there of such an unprecedented number of dinghies in confined spaces went off with faultless discipline; a supreme proof of the quality of the organisers and participants alike.

The race itself took place in conditions of the maximum wind strength that could be encountered on the river during summer, and was a great test of sailing skill, seamanship and endurance. It would be unfair to single out any one of the seven classes, but the performance of Robin Fowler winning the supreme overall *Evening Standard* Trophy on handicap is quite remarkable. In those conditions singlehanders were certainly at a disadvantage. Jack Holt, one of the most experienced sailors on the Thames, the designer of the Solo and some of the other classes, capsized five times between Putney and the Tower on the first leg.

Sailing dinghies pass St. Paul's Cathedral on their way from Putney to Tower Bridge in the Tideway Race

Ocean racers under sail during Cowes Week in 1961

A view of the 7th green of Grim's Dyke Golf Club, Hatch End, Middlesex

BRITAIN'S GREAT GOLF CLUBS

GRIM'S DYKE

Dr. J. Park (vice-president), Brigadier A. E. Hunt (secretary) and Mr. Sharp (head green-keeper)

Reached by a fine train service from Baker Street and Euston, this is an ideal course for Londoners with an urge to play golf in the open country. Situated ten minutes' walk from Hatch End Station, in Middlesex, Grim's Dyke was formed in 1910 by a body of local residents. The first president of the club was W. S. Gilbert of Gilbert and Sullivan fame, who opened the course. Its name derives from an old earth mound or wall of obscure origin, which passes through the course. The links are set in rolling parkland and on a clear day Windsor Castle can be seen. Originally 9 holes, the course was extended to 18 in 1921, and a new clubhouse was built in 1936, and opened in the same year by the late Marchioness of Carisbrooke. 5,700 yards long, the S.S.S. is 68. In spite of its short length there are many challenging holes, and any golfer hoping to score a "lowest ever" is liable to come a cropper.

Mr. F. J. Ferris, the club captain

Next in this series will be Stoke Poges Golf Club in the issue of August 11

Mr. Odams, the club professional; Mr. Cooper (past captain) and Mr. Moss (president)

Another aspect of the 7th green

The pleasantly situated clubhouse, built and opened in 1936

TRAVEL

AIR-CRUISE HOLIDAYS

By **GORDON COOPER**

For those persons with limited time to spare for a holiday, but who wish to see a variety of places normally difficult of access, a holiday-by-air cruise is the answer. From personal experience, I can commend the various opportunities that are available. Unfortunately, as yet, the selection of air cruises is rather limited, perhaps because the number of small charter aircraft tends to diminish, for the larger planes now in operation are not suited to medium-sized parties, while they cannot, of course, land on the smaller airfields.

The strictly individualist traveller could plan an independent air tour, possibly with the help of a travel agent. B.E.A. and B.O.A.C. both arrange three-, four- or more legged tours, with a percentage reduction in fares. For instance, earlier this year, I flew out to Bombay by B.O.A.C., resuming my itinerary the next day (with a night's hotel accommodation provided without extra cost) to Madras, whence a fortnight later I flew on to Ceylon; this involved only the cost of a ticket direct from London to Colombo.

The most ambitious air cruise is a " Round the World " Tour organised by Lunn's. It is under the personal direction of Mr. and Mrs. Leslie Ling, who will accompany it from start to finish. This carefully planned tour (visiting fourteen countries and fifty places), incidentally, does alternate ocean travel with air, which is a good idea, for it allows periods of relaxation on board comfortable liners. Flying out to Cairo is the initial section of the tour. Time allows for a voyage up the Nile to Luxor and other historic sites of antiquity. This is as interesting a trip as any in the world. Another flight takes you to Delhi, with an Indian programme that includes Agra (Taj Mahal, etc.) and Bombay. The air cruise continues on to Ceylon, where an extensive tour embraces Anuradhapura and Polonnaruwa, those " buried " cities with their exquisite ruins. (In *The Sphere* for October 13 I shall be writing about these places.)

On the palm-fringed beach at Waikiki, Honolulu, in Hawaii

A narrow street in Kerkyra, the main city of Corfu

The journey between Ceylon and Rangoon will be made by sea, thence an air flight brings you to Thailand and Cambodia, with a visit to Angkor Wat, one of the most magnificent of all man-made buildings. From Saigon, you fly to Singapore, with a drive to Johore, then on to Jakarta, including a trip to Djokjakarta, near a glorious monument, the Boro Budur, a Buddhist temple with much lovely carving. The journey includes Bali, one of the most fascinating spots in the whole world. Back by air to Singapore, the itinerary continues on to Hong Kong and Japan; in the latter country, various places, including Hiroshima, are included in the route. Eleven days, at a time when the cherry blossom is at its best, must surely be an unforgettable experience.

From Tokyo, the journey continues by sea across the Pacific, with a day's visit at Honolulu, to San Francisco. Thence, after an excursion to the Giant Redwood Trees in Muir Woods, the journey follows north to Victoria and Vancouver. In the rail journey across Canada, there is an opportunity to visit the lovely Rockies. Toronto, Ottawa and Montreal are other places of call, after which a sea voyage, allowing you time for digesting your wonderful experiences in this journey "Around the World," brings you back to Liverpool to encounter the early days of an English summer.

This four-month de luxe tour (limited to twenty persons) around the world costs from 1,850 guineas, and you can join or leave as you wish anywhere en route. It departs on January 27, 1963.

Not everyone perhaps has the time or the cash for the wonderful air cruise I have just described. I wish, therefore, to draw attention to the air cruises organised by Wings Limited, a most efficient and reliable travel agent. This firm offers five air cruises: (*a*) to Athens, Rhodes and Crete—with excursions and accommodation in first-class hotels, the 14-day tour costs only 92 guineas; (*b*) to Greece and Turkey, the latter includes visits to Izmir, Ephesus and Pergamum, and the 14-day tour charge is 110 guineas; (*c*) an air cruise to lesser-known Greece (Corfu, Jannina, Larissa, Meteora, Kalamata, Pylos, Mytilene, Kavalla, Thasos), with night-stops at Ravenna and Graz on the way. The tour price for this 17-day holiday is 135 guineas; (*d*) Libya and Egypt, with visits to Sabratha and Leptis Magna in Libya, and excursions to Karnak, Luxor, Wadi Halfa (Sudan) and Aswan.

Two nights on the return journey will be spent in Rhodes, perhaps the most beautiful of the Ægean islands. This 19-day tour costs from 185 guineas. It is the fifth air cruise which, to me, makes the greatest appeal: to the Middle East and the Holy Land. This unique tour (which I made last winter) gives the opportunity of spending nearly a week in Jerusalem or of including during this time a three-day visit to Petra, the " rose-red city half as old as Time." I would claim that this is the most fascinating tour anyone could hope to make, yet the 19-day trip costs only 165 guineas. Incidentally, five nights are devoted to Lebanon, with opportunities to visit Baalbek, Byblos, and the Cedars; and there are shorter visits to Rhodes, Crete, Athens, and Pisa.

Lord Brothers is another travel agent which organises air-cruise holidays. Their two offerings are to the Greek Islands and to the Canaries. The former—a 14-day tour costing from 107 guineas—takes you to Athens (2 days), Crete (2 days), Rhodes (7 days) and Rome (2 days). Various excursions are

Bustle in the bazaars of Izmir in Turkey.

Below : The remains of the forum at Leptis Magna, Libya, built by the Romans

included in the price, also accommodation in first-class hotels. The cruise to the Canaries is of similar duration, but the charge of from 82 guineas is exclusive of excursions. Opportunity is given for joining in Christmas and New Year festivities in the Canaries. Two nights are spent at Seville, another two at Marrakesh, a week at Puerto de la Cruze (Tenerife), and 2 days at Tangier.

In conclusion, Cooks offer a Round the World Tour by air, in 43 days at a charge from 950 guineas, also a holiday by Economy air services, which lasts for 61 days and costs from £890 each person for two, three or four travelling together. The first-named cruise follows roughly the itinerary already detailed by Lunn's, but the second tour embraces Australia and New Zealand, omitting the Far East beyond Singapore. B.O.A.C. may also be arranging an air cruise round the world, but no details are as yet available.

FOR FURTHER INFORMATION

Lunn's, 36, *Edgware Road, London, W.*2.
Wings Ltd., 48, *Park Road, N.W.*1.
Lord Brothers, 54, *Regent Street, W.*1.
*Thos. Cook and Son Ltd., Berkeley Street, W.*1.

NOTES FOR TRAVELLERS

Uncertainty of the time of arrival at main line termini in London has always been frustrating for anyone meeting a train. It 's good to know, therefore that the introduction of diesel locomotives has produced a much higher standard of time-keeping, one check revealing recently that 90 per cent. of the main line expresses were on time. Punctuality drives as well as better acceleration and higher sustained speeds have resulted in a very great improvement indeed. The chances are these days that you can be pretty sure that any main line express arriving at Euston, for example, will be there at the platform indicated within five minutes of its advertised time of arrival.

The new Hilton Hotel in Amsterdam was opened on July 10. There are 300 bedrooms, a single room costing between £2 10s. and £4 a day, breakfast extra. It is situated in the Apollolaan, Amsterdam South. This, with the addition of the new Eurmotel, which has just been opened, near the Amstel Bridge, with a total of 226 beds, will provide just that extra accommodation needed in this city resort which is becoming more and more popular with British visitors.

A day return by air is something new. Jersey Airlines are introducing such a fare which will be available for travel between Bournemouth, Exeter, Southampton and Jersey or Guernsey on Mondays, Tuesdays, Wednesdays, Thursdays and Fridays until September 30. For anyone living in the south these fares will prove very attractive; £3 7s. from Bournemouth, £3 15s. from Exeter and £3 15s. from Southampton. It makes no difference to the fare whether Jersey or Guernsey is visited.

The former 20,000-ton liner *Bretagne* has been renamed *Brittany* and will be sailing on the Southampton to Australia service during the winter. At the moment she is engaged in cruising from New York.

It is likely that Spanish hotels will put up their prices next January. The official rates will be increased by 40 per cent., but since these official rates bear little resemblance to those charged, the increase should not be very much.

About this time of the year travel agents come out with their suggestions for winter holidays. A twenty-four day holiday in Japan is something new, especially when all the sightseeing is laid on, at £747. It would seem that anyone wishing to go as far would want to stay longer for the money. Among the less expensive is a twenty-six day holiday in Bermuda from £187.

W. D. C. C.

BOOKS

MORE THAN PRESIDENT'S WIFE

The autobiography of Mrs. Eleanor Roosevelt; letters to T. E. Lawrence; other non-fiction; this week's novels

One of the most exceptional of American women is without any doubt Mrs. Roosevelt, widow of a great President and a personality in her own right. Franklin Delano Roosevelt was President from 1933 till his death in 1945 and during that time, and before it, when her husband was Governor of New York and in the Navy Department, Mrs. Roosevelt came to know practically all there was to be known about a wife's side of public life. Herself a Roosevelt by birth, this was a responsibility which she understood and, since 1945, she has assumed many positions of responsibility independently, as delegate to the United Nations, as world-wide traveller, as tireless lecturer, as columnist, as charity organiser on a high level and as an indefatigable listener to other people's troubles. THE AUTOBIOGRAPHY OF ELEANOR ROOSEVELT (Hutchinson. 42s.), long as it is, does not tell the whole story of this remarkable woman but it is a modest beginning to the book that someone, some day, will write about her especial chapter in United States history.

LETTERS TO T. E. LAWRENCE (Jonathan Cape. 35s.)—and the pronoun "to" should be emphasised here—is a volume which has been edited by his brother, Professor A. W. Lawrence, with a special purpose in view. As he writes in his preface: "In recent years, my brother has been inadequately portrayed or misportrayed in books and on the stage, and if he is made the subject of a film the limitations of the medium will, at the best, entail an extreme simplification of the character. As a corrective, I am publishing some letters to him . . . in the belief that they will throw light upon the recipient no less than upon the writers." Whatever the effect of this "corrective" there is a marvellous collection of letters here from such contrasted figures as Lord Wavell, Noël Coward, Bernard Shaw, Augustus John and Rudyard Kipling among others. I found them completely fascinating, no less than the common denominator of their interest and affection for T. E. L. himself.

ROYAL MARINE (Peter Davies. 25s.) is the autobiography of Colonel Sam Bassett who served for fifty years in that unique fighting force and was one of the first two men ever commissioned from their ranks. It is an extraordinary and immensely adventurous story, covering active service in two world wars and innumerable trouble spots in between. Although it has by no means been written primarily for young men, I cannot think of a book more likely to inspire, and to amuse, the more spirited of our young people.

In THE BLUE NILE (Hamish Hamilton. 30s.) Mr. Alan Moorehead has written the companion volume to his study of *The White Nile*, thus making not only a comprehensive but a really magnificent work for which future historians and students of history are going to bless him. Having, in his earlier book, described the discovery of the source of the river and the chaotic events which followed in the second half of the nineteenth century, the author now turns back to a period fifty years before and gives the reader a vastly different picture; of Ethiopia, the Sudan and Egypt, the countries and civilisations through which the Blue Nile passes, and the French, Turkish and British expeditions which altered the course of their histories. Wonderful reading and admirably illustrated.

WILLIAM HOLDEN stars as Eric Erickson in *The Counterfeit Traitor*, Paramount's new spy-thriller set in Sweden, at the Plaza Cinema, London, from August 2

Miss Pamela Hansford Johnson's AN ERROR OF JUDGEMENT (Macmillan. 18s.) is, by any odds, the novel of the week and one of the most accomplished and most absorbing that she has yet written, which is saying a great deal. Her principal figure is a Harley Street consultant, an extremely successful and able man with a genuine gift for sympathetic contact with his patients, who suddenly gives up his practice, the ebullient, unfaithful wife whom he loves and most of his friendships. He is a figure who inspires and, one would say, deserves trust and affection but to himself he is a hateful being with an affinity for cruelty, and having by chance met a youth who is in all probability a murderer of a particularly vicious sort, he sets himself to do something about him. Miss Hansford Johnson's story is narrated by another man, an apparently superficial chap, who nevertheless understands the doctor more deeply than he suspects. As is often said of thrillers, I found this book impossible to put down.

THE CLIMB (Cassell. 16s.) is Miss Diana Raymond's new novel; a story which has the unusual and exciting background of alpine mountaineering, described with a technical

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THE STORY OF INSULIN (Bodley Head. 21s.) by Professor G. A. Wrenshall, Dr. G. Hetenyi and D. W. R. Feasby, gives a vivid account of the fumbling attempts to find a cure for diabetes culminating in the isolation of insulin from the pancreas in 1921 by Bantin and Best. Within a year of the discovery insulin was available to the whole world, and subsequent improvements enable millions today, who would otherwise be condemned to dismal illness and early death, to lead healthy and active lives. The book concludes with an account, readily intelligible to the layman, of insulin in relation to metabolism and the use that the body makes of its intake of foods, and the dangers of tampering with the delicate balance which nature has established.

SURVIVAL OF THE FREE (Hamish Hamilton. 30s.), which is edited by Wolfgang Engelhardt, is rich in charming and natural photographs of the many species that have been in danger of extinction. The accompanying biographies of strange and beautiful animals are informative, often to the point of mentioning their parasites —the herons on elephants' backs and the fauna and flora that dwell in the fur of the sloth. The second part of the book is devoted to a series of personal recollections of areas of great natural interest; there is a graceful essay on the Camargue with its colourful flocks of flamingoes, white carmine and rose pink. The scope of the book is completed by a serious inquiry into the present state of natural preserves and their future.

OCEANIA AND AUSTRALIA (Methuen. 45s.) is the eighth volume in the *Art of the World* series of regional histories of the visual Arts. As a record of the crafts of the South Seas this single

ANSWER TO DIABETES

An account of the discovery of insulin

volume gives access to a wide range of material not readily available to the public. An extensive introduction by Alfred Bühler attempts a necessary but difficult task—that of showing how material objects can express the social forces at work and particularly how they deal with the relationships between man and supernatural or non-human agencies of power. In this respect, however, his understanding is confined by the use of outdated anthropological terms such as "irrational and primitive," and these prior value judgments make Melanesian religion seem bizarre when it is not naive. The so-called "primitive" religions are adequate to the native way of life, more so perhaps than present-day Christianity is to ours, and Herr Bühler's ill-judged attitude defeats his attempts to lay bare the true implications of oceanic material culture. His extensive remarks on "art" and "the aesthetic" are irrelevant to the cultures he is trying to analyse—as he himself admits "they do not even possess a term corresponding to our word 'art.'" The later sections (by different authors) on the Aborigines of Australia and the Maori have no such pretensions and give an informative technical account of various crafts.

If the trial of one man, Eichmann, revealed the impossibility of making the punishment fit the enormity of the crime, the same can be said also of the trial of the twenty-one top Nazis at Nuremberg. Somehow the proportions were all wrong, with the fate of 6,000,000 human beings at Auschwitz and many another mass slaughter thrown into the balances on the other side. Joe Heydecker, who was present at Nuremberg during ten months of the proceedings, and Johannes Leeb have worked together on a joint account of THE NUREMBERG TRIALS (Heinemann. 42s.). Here is some accurate reporting and shrewd assessment that makes deeply unhappy reading, but what does stand out in respect of the ill-starred twenty-one men is not their ability or leadership, but the ease and extent to which they succumbed to Hitler's malevolent power.

Most of us would much rather turn away from thoughts of man's inhumanity to man to the triumph of the spirit as expressed in the establishment of the Jewish national home. Alexander Ramati's ISRAEL TODAY (Eyre and Spottiswoode. 30s.) is a moving chronicle conveying strongly the atmosphere of life and work in this land of bold reconstruction and intensive resettlement. Brief, but much to the point, is Hugh Trevor Roper's JEWISH AND OTHER NATIONALISM (Weidenfeld and Nicolson. 5s.). This is based on Trevor Roper's Herbert Samuel Lecture for 1961, and it is indeed a challenging reassessment of recent Jewish history.

Colin Clark, supported by a research team of economists, has made a penetrating analysis of BRITISH TRADE IN THE COMMON MARKET (Stevens. 18s. 6d.). His own conclusion is that there is a good case for entry, but he hedges it about with powerful warnings, not least that the new Europe will be a happy hunting ground for the organisers of cartels.

Richard Edmonds

competence which will make rock-scramblers doff their woolly caps and students of this perilous, obsessive business fasten the literary equivalent of their safety belts. I don't in the least mean to denigrate the romantic element in the book when I say that it is the dangers and problems of the ascent itself which makes Miss Raymond's book memorable.

The alarums and excursions in Miss D. E. Stevenson's novel, FLETCHERS END (Collins. 16s.), are of a more tranquil nature but this, too, is an immensely readable piece of work, with less sophistication but a pleasing warmth of simplicity. The title is also the name of the old house which is the focus of the plot: a long-neglected but beautiful country place which has been much loved in the past and comes to life again, after many practical and emotional difficulties, to be the home of a newly-married couple.

THE FLAMES OF ART (W. H. Allen. 18s.), by Mr. Peter de Polnay, is more dramatic and even sensational. The setting in the main is Paris, with an occasional glimpse of the Loire country, and the action revolves round an English girl of Trilby-like tallness and fairness, who after brief spurts of activity as actress, kennel maid and night club dancer is now convinced that she is not only a painter but a great one. Her story is entertaining, in an intense way.

Winner of the Prix Femina is Madame Louise Bellocq's novel, FLED IS THAT MUSIC (Sidgwick and Jackson. 18s.), a sensitive and unusually perceptive story about the fortunes of a once rich family in Bordeaux, meeting for the first time for years in order to sell their house and property. A natural, unaffected style, and a good translation by Anne Carter.

Complex, revealing, yet often bewildering, stimulating and unusual: all this could be said of Miss Hortense Calisher's FALSE ENTRY (Secker and Warburg. 25s.), a novel which explores the cycle of one man's maturity and follows him through intimate crises of mind and conscience to his final acceptance of companionship. By no means easy but often rewarding reading.

Before giving you a brief list of some of the better detective stories there is one historical novel not merely to mention but to acclaim. It is Mr. C. S. Forester's HORNBLOWER AND THE HOTSPUR (Michael Joseph. 18s.), the book which fills the last gap in the Hornblower story, tells us a little about the beginning of his ill-starred marriage to Maria and a lot about his actions in command of the smallest fighting ship in the Navy, under Cornwallis. Inimitable and, like its predecessors, to be cherished by all Hornblower fans, among whom I proudly number myself.

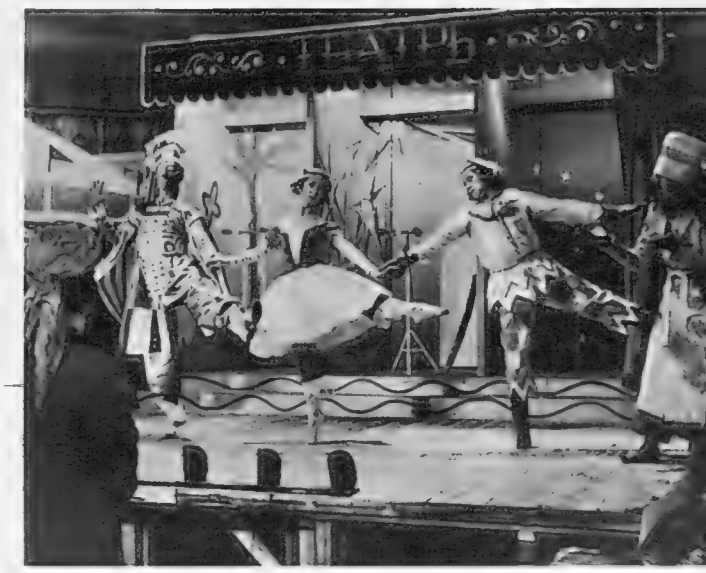
The best thriller of the week is BANKING ON DEATH (Gollancz. 15s.) by two ladies whose writing name is Emma Lathen. New York background, original and interesting atmosphere of Wall Street investment houses and trusts, and some smooth writing. THE DEATH'S-HEAD (Cassell. 16s.), by Mr. Arthur Wise, has an unlikeable hero but few other drawbacks and is concerned with a private detective engaged on the unromantic business of tracing a security leak in a provincial factory. WALDO (Gollancz. 15s.), on the other hand, by Mr. Lane Kauffmann, invades the Florida playgrounds of the very, very rich and is as lush as it is ingenious and, in its own way, civilised. THE CASE OF THE THREE-RING PUZZLE (Macdonald. 12s. 6d.) is Mr. Christopher Bush's mystery story featuring Ludovic Travers, London investigator and sturdy British prototype of the private eye. A little complicated but logically worked out.

Vernon Fane

THE PREMISE

at the Comedy Theatre

Starring in the new satirical American revue, which opened last week are, from top to bottom, Theodore J. Flicker, James Frawley, Joan Darling and Tom Aldredge, the entire cast. A long-running success in the United States, the revue, with its improvisatory techniques, is much in the forefront of the new manner of satire. The sketches are wide-ranging and topical



The three dolls dance for the Magician (Franklin White), extreme right. They are the Moor (Keith Rossen); the Ballerina (Nadia Nerina); and Petrushka (Alexander Grant)

PETRUSHKA

The Royal Ballet on B.B.C. Television on August 5

The latest of the ballets from Covent Garden to be televised is Stravinsky's famous story of the short, sad life of the puppet Petrushka set in the fairground in St. Petersburg, in 1830. An undisputed masterpiece, the ballet was the result of a collaboration between Stravinsky, Benois and Fokine under the ægis of Diaghilev. The television production of the Covent Garden version is by Margaret Dale.

The dead Petrushka returns to mock the Magician

Photographs by Anthony Crickmay

The Ballerina dances before the Moor

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Peter Runge

In June of this year, Mr. Runge was appointed deputy president of the Federation of British Industries. Next year, if precedent is followed, he will be president of the Federation. Mr. Runge is a vice-chairman of Tate and Lyle Limited, London. Peter Francis Runge was born in 1909 and was educated at Charterhouse, at the Laboratory of the Sugar Manufacturers' Syndicate in Paris, and at Trinity College, Oxford, where he gained a degree in chemistry. He joined Tate and Lyle in 1931 as trainee manager at Alscott Sugar Beet factory and later at Thames Refinery. Five years later he was appointed a director, in charge of this refinery. In 1952, Mr. Runge became raw sugar purchasing director at head office. He played a leading part in Tate and Lyle's anti-nationalisation campaign and was keenly interested in the starting of the prosperity sharing scheme. Mr. Runge became chairman of the London and S.E. Regional Council of the F.B.I. in 1958 and led the F.B.I.'s Trade Mission to Yugoslavia. He is a member of the Council of the Industrial Welfare Society and has attended a number of meetings of the International Sugar Council as a trade adviser to the Government. Mr. Runge is married, with four children. His eldest son is following his father's footsteps and is a trainee at Tate and Lyle's Thames Refinery. This makes three generations of the family to be associated with the sugar firm—Mr. Runge's father, a leading sugar broker, was a director. Mr. and Mrs. Runge live at High Wycombe, in Buckinghamshire. His hobby is fishing

WORLD DEMAND FOR MACHINE TOOLS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Few industries in Britain yet publish details of the state of their order books as the machine tool manufacturers have been accustomed to for years. And in few industries would such information matter as much to anyone—in the Treasury or out of it—trying to stay aware of how the British economy is developing. For machine tools sold at home are a very good indication of how much British engineering and metal goods industries are spending on renewing or increasing their productive capacity. Machine tools sold abroad are quite a useful sign of the competitiveness abroad of one of the most important products of any highly developed industrial country. Moreover, the industry's total of orders on hand, set against its current rate of output, gives an indication of delivery dates and of the extent to which capacity in this vital sector of engineering is under pressure or tending to become "slack."

During this year the state of the machine-tool order book has provided tinder for argument between "expansionists" and those who counselled continued caution—an argument that culminated last month in a change of Chancellors. Export deliveries, and orders, in this industry remained high; but new orders at home showed a significant decline. In line with some other indicators, this suggested that British businessmen were no longer investing as much in new capital equipment; though expenditure on total investment throughout the economy remains high, the boom in this kind of expansion was over. The point at which the Government could afford to re-stimulate business investment, and the question whether this could be achieved without reducing the drive of engineering exports, became—and remains—a matter for debate.

The machine tool industry itself, however, was engaged in looking somewhat farther ahead than the confines of its present order book. In one of the more ambitious exercises in speculation in which any British industry has engaged for years, it was trying to assess its export chances up to 1970.

This attempt to assess its long-term future arose out of controversies a year or two ago. At that time some observers of the British—and indeed the European—machine-tool industries were inclined to argue that they were losing opportunities of quantity production that the Russians, alone in the world, were managing to achieve. There was no doubt that in Russia certain factories are producing certain machine tools almost on a "mass-production" basis; the argument was whether these techniques could be applied to a wide range of specialised tools, and whether the cost advantages that ought to accrue from quantity production would make the Russians very powerful competitors in world exports of machine tools.

A British committee that went into this whole question came up with fairly cautious answers: it doubted whether mass production was really practicable for any but the simpler machine tools, though it did suggest that reorganisation of manufacture in Britain into larger units than at present might be a good thing. On the question of exports and the competitive standing of different countries in the world market, it suggested a fuller, detailed market survey. This is what the machine-tool industry has now had done for it.

This market research has been carried out during the last eighteen months by the McGraw-Hill Company, publishers of the industry's *Metalworking Production* and many other trade journals. It has involved a vast effort in amassing—and indeed developing—the basic data of machine-tool trade throughout the world. It isn't easy to assess the prospects of demand for machinery in countries where there are practically no records of how much exists already or is at present being bought. Fairly often, these surveyors found it necessary to make "guesstimates" of the level of imports into given regions not from any records within the countries concerned, but from the figures published by the main exporters showing where, over the years, their exports of machine tools have gone. These export figures, even, are far from comprehensive in some of the main exporting countries.

Part of this survey, therefore, has been a process of making bricks with precious little straw, and then estimating what may be built in future; its compilers are not claiming any sharp degree of accuracy for its conclusions. However, it does present the first attempt anywhere in the world to look at market prospects in this most important sector of engineering, and in arriving at its broad conclusions the McGraw-Hill researchers have turned up a wealth of incidental data that should help the British industry orientate itself for the world market of the future.

Its broad conclusions are encouraging in one sense—that the world market for this kind of machinery will be growing fast—but none too encouraging in another. For it doubts whether Britain, on present showing, will manage to improve its share of total world trade.

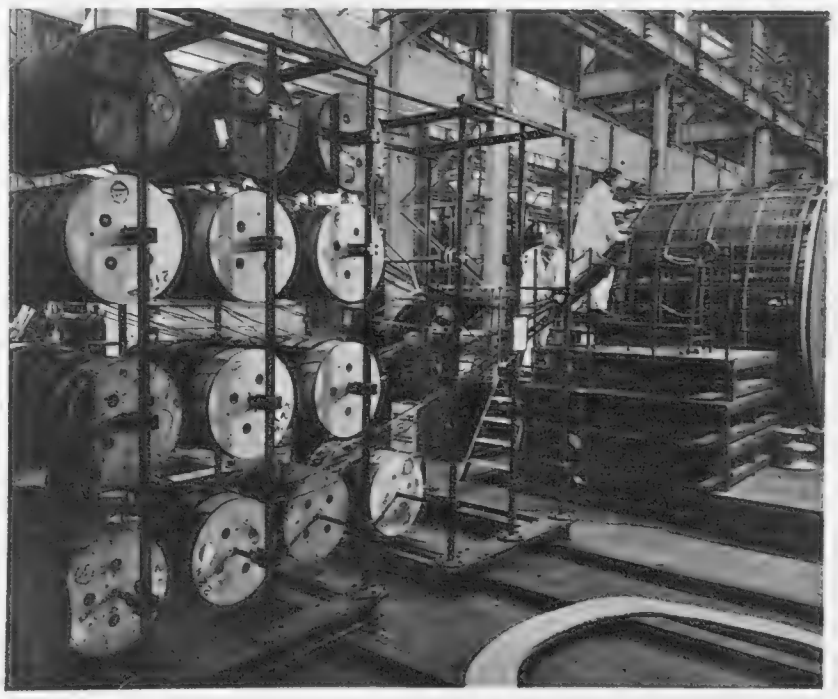
The survey reckons that total trade in machine tools in the free world was worth just under £240,000,000 in 1960; this may rise to perhaps £370,000,000 in 1967 and pass £400,000,000 by 1970. This trade will supply only about a quarter of machine-tool purchases throughout the free world: these, the surveyors think, totalled about £800,000,000 in 1960 and may rise to more than double that figure by 1970. Roughly, three-quarters of the world's machine tools, that is, will continue to be bought at home—which implies a continued concentration of engineering capacity in the main industrialised countries that produce and use most of these tools today.

This assessment of export chances isn't a matter of outsiders writing down the industry's competence. The caution comes largely from British manufacturers themselves—and could prove excessively modest. The market researchers did little more than come to broad estimates of what demand might be throughout the world for machine tools; then they asked British manufacturers how much they themselves expected to be able to sell abroad. Against an estimated increase of 56 per cent. in total world trade from 1960 to 1967, the British manufacturers themselves were reckoning they might be able to sell about 50 per cent. more by that year. Half as much again, that is, as in 1960; by 1961, already, their exports were 16 per cent. higher than in 1960.

This industry is soberly accustomed to fairly sharp fluctuations in its volume of business, so one year's very impressive performance does not persuade it to adjust its sights upward too sharply. Nevertheless, the outside observer, not putting too much reliance upon long-term market research, useful though it is, may feel somewhat more optimistic about the industry's prospects than one could perhaps five years ago. Britain could then, as it still does, make machine tools of extremely high standard, robust and reliable. It probably compared less well in the production and development of advanced machines, with countries such as the United States and Switzerland, and more importantly with Western Germany. Whatever the quality and range of machine tools available from the Soviet bloc, these were important more as future rather than as current competitors.

The change that has taken place in the industry since then—under prodding from without and within—is significant, more in attitude of mind than perhaps yet in the resulting hardware. It has put far more effort into research and into the training of designers; developed far better liaison between working designers of tools and the university researchers into techniques and materials; and here and there it is consolidating its production units into larger groupings.

These processes do not bring immediate results, but they are in train; and meanwhile a stronger selling effort has had some impressive success for British machines, even in such "self-sufficient" countries for machine tools as Germany itself. Britain should gain accruing results from this general pulling up of the industry's socks for years to come. To react angrily to unsolicited criticism from outsiders; to close ranks and aver that almost everything in one's garden is lovely; and then, more privately, to start most of the processes of weeding and replanting that the outsiders suggested—this is a British characteristic, in industry as elsewhere. It is not wholly endearing: but perhaps as effective a way of achieving genuine change as any other.



Winding the outer coil of a 340-MVA generator transformer in the Manchester works of Associated Electrical Industries Limited. In this operation sixty-eight wires are wound at the same time in parallel. The generator transformer is the first of three for the West Thurrock power station of the Central Electricity Generating Board

THE BENGUELA RAILWAY

Running roughly eastwards from the port of Lobito, on the coast of Angola, the Benguela Railway is a route of considerable significance, since it provides the mines of the Union Minière du Haut-Katanga and the mines of the North Rhodesia copper belt with the shortest and most direct link with the Atlantic. Little known in Britain, the railway represents a £52,000,000 British investment in Angola. It is an Anglo-Portuguese enterprise financed by Tanganyika Concessions Ltd., which owns 90 per cent. of the shares, and is administered by a Portuguese company with its head office in Lisbon and operational headquarters in Lobito.

The railway's equipment is nearly all of British manufacture. Rolling stock comprises 96 steam locomotives (of which 48 are Beyer-Garratts and 38 North British); 4 diesel hydraulic shunting locomotives; 50 passenger coaches; 99 baggage vans and brake vans of various kinds; and 1,557 goods wagons. Owing to the lack of coal in Angola, another source of fuel had to be found. Local timber proved to be the most economical alternative and as a result the company laid down soft-wood plantations of eucalyptus. These now contain about

(*Continued on page 180*)

A train stops at a small station on the Benguela Railway, which links Central and Southern Africa and the Atlantic

The bridge over the Dilolo on the Angola-Katanga boundary

The famous Cuima Falls can be seen from the railway line

Passengers alight from a train at Lobito, a major port in Angola

A double train, with two locomotives, climbs a twisty section of the track, 100 miles from Cubal

The original Benguela locomotive—*General Machado*

Employees shopping on the " Shop Train," which goes up the line once a month. **Right:** Loading timber for use by the company locomotives

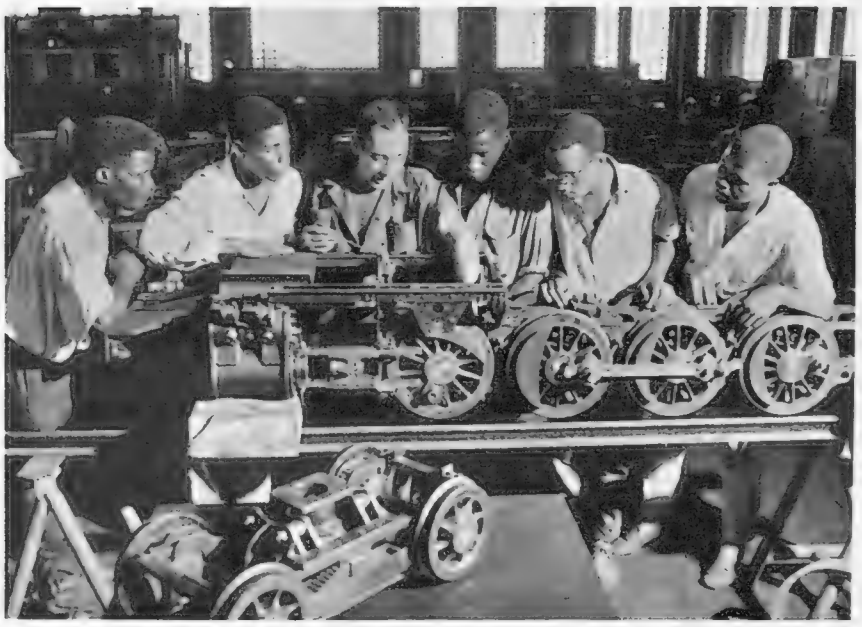
THE BENGUELA RAILWAY

(*Continued from page 178*)

85,000,000 trees which line much of the route. They supply wood-fuel requirements of over 500,000 metric tons a year. The forestry service, an extensive organisation numbering over 3,000 men, is responsible for planting up to 16,000,000 trees a year.

The originator of the Benguela Railway was Sir Robert Williams who, having discovered the mineral wealth of Katanga, decided a west coast outlet was necessary for the Union Minière he helped to create. Construction began in 1903 under a 99-year concession granted by the Portuguese Government. In the following year the steamer *Cromarty* entered Lobito Bay, bringing material for the building of the first landing-stage. Over 300 miles of line was completed by 1914 when war brought the work to a standstill. Construction was completed in 1928 and in 1931 the connecting rail link from the Congo was finished, thus opening the route for through traffic.

When work on the Benguela Railway first began, the African continent was in the early stages of development and the creation of a railway meant that a comprehensive range of services had to be provided along the line. Social and medical services for employees include housing, schools and hospitals. Model farms were established at Chenga. The railway operates its own staff canteen and a monthly pay train travels the route, containing a travelling shop to serve the staff in isolated areas. At Nova Lisboa, where the company's main workshops are, the company has constructed a hydro-electric scheme on the Cuando River.

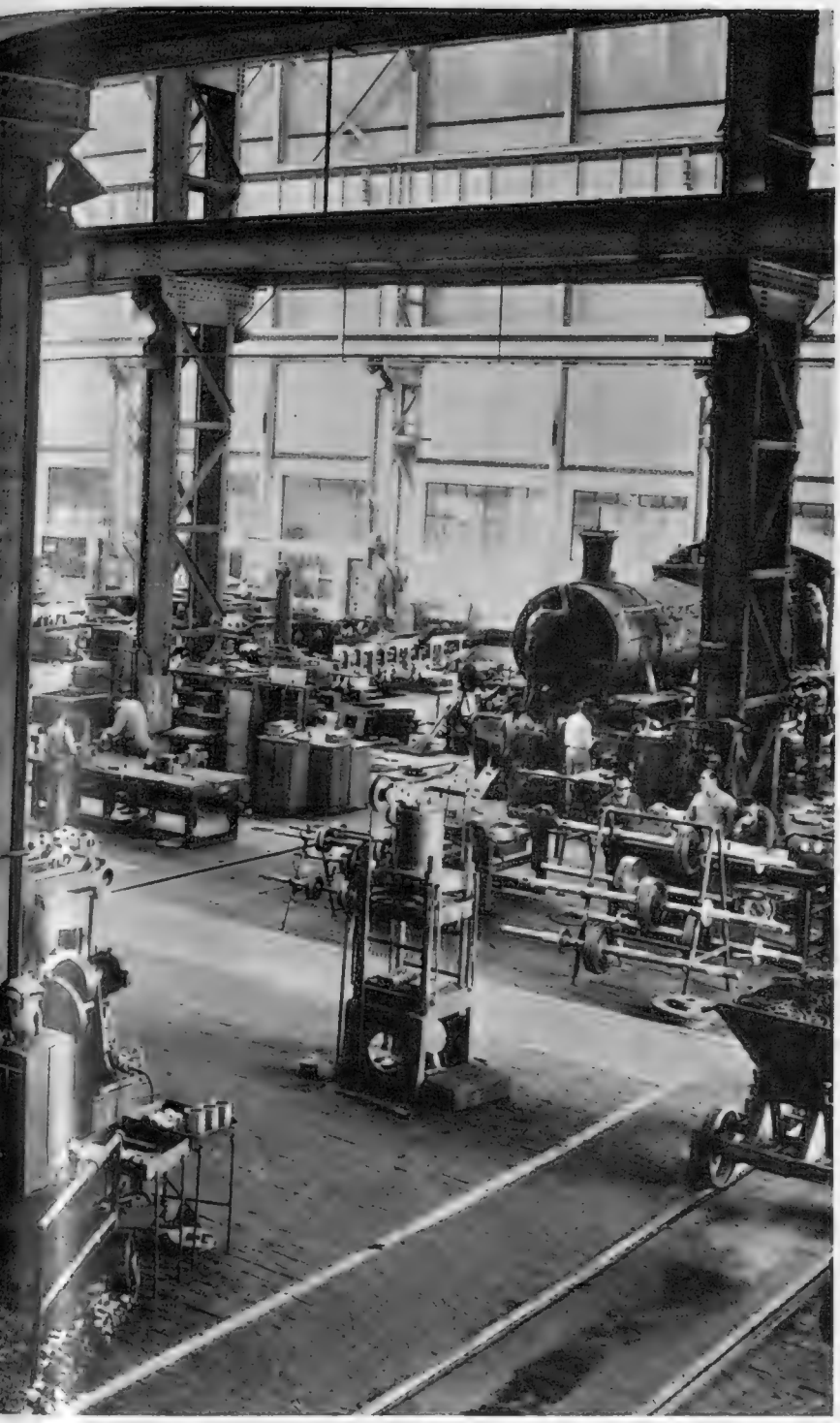


African apprentices in the workshops at Nova Lisboa

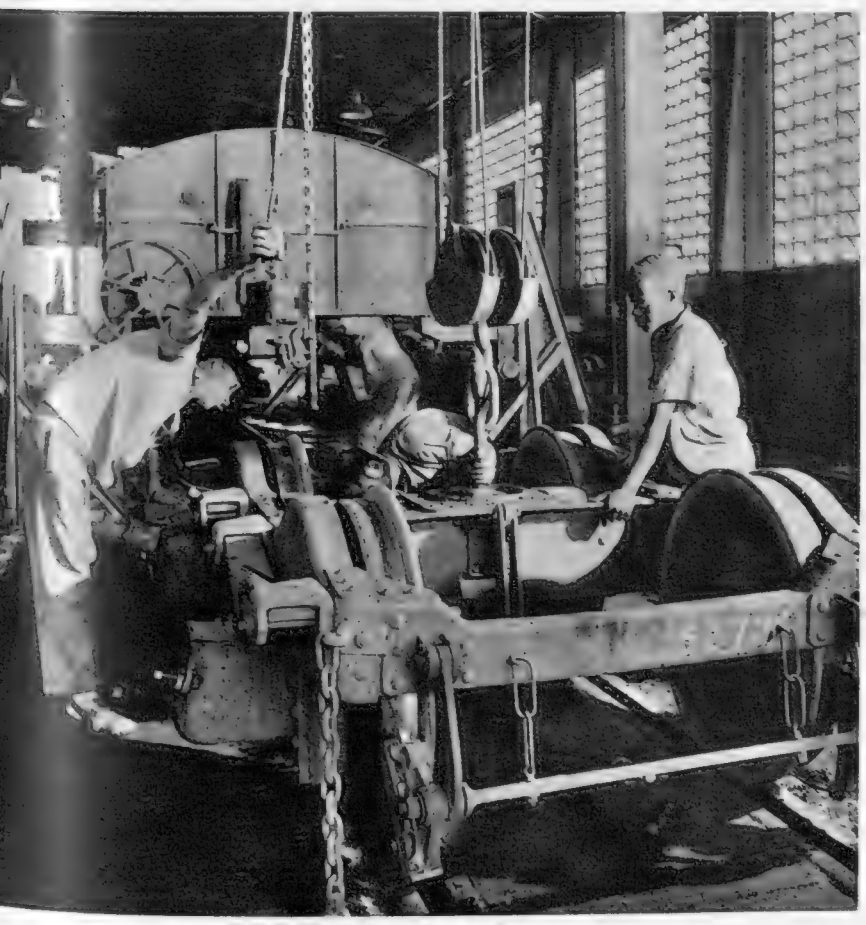
The large engine workshops at Nova Lisboa, with (right) one of the company's locomotives

Copper ingots from Katanga on the quayside at Lobito before shipment

A mechanical ore-loader at Lobito docks



er repair



Bogie wheels being repaired at Nova Lisboa

INDUSTRY AND THE STOCK MARKET

MONEY IN THE WASH

By "THE SPHERE" CITY CORRESPONDENT

After a decade of problems, Britain's laundries are now emerging as one of Britain's important growth industries. In the ten years or so after the war, laundries faced rapid expansion of the rival launderettes and a striking increase in sales of washing machines to former customers. In an industry where wages represent 50 per cent. of total costs, an overall rise in wages and salaries cut down profits. But today the laundries seem to have overcome many of their problems. A series of mergers has built up national networks. Britain's launderers have met competition from launderettes by specialising in certain limited goods, such as sheets and shirts. Finally, and probably most important, the laundries have drawn more and more of their profits from contract work, for hospitals, factories and schools.

There are about 2,000 laundries in Britain, taking perhaps 1,000,000 articles a week from private households. Probably the best measure of their success is that laundries are now reckoned to be processing 800,000 tons of washing a year, an increase of 230,000 tons over the pre-war level. Launderettes and washing machines may even have helped laundries by stimulating consumers' demand for cleaner clothes; new fabrics have made it easier for the laundries to mechanise their processing. Over the next few years, the most successful laundry firms may well be those in a position to speed up mechanisation and to develop their contract work.

In terms of size, Britain's laundry industry is headed by Mr. H. C. Drayton's British Electric Traction Group. This has large interests in two major quoted groups, namely Initial Services and Advance Laundries. Initial Services, a £4,500,000 concern, have specialised in providing linen and towel services for offices, schools and so on, and developed the Towel-Flo business. After steady progress throughout the 1950's, Initial Services reported lower profits last year. Apart from difficulties in Australia, the chairman told shareholders that stocks had been run down and that profits had been made at the expense of operating efficiency.

Advance Laundries, by contrast, have reported almost a breakneck pace of profit growth. Partly through the success of their Towelmaster business, the directors raised profits from only £170,000 five years ago to more than £400,000 in 1961. Shareholders' dividends have been raised from 12 per cent. to the equivalent of just over 16 per cent.

Apart from Initial and Advance, both associated with Mr. Drayton's interests, one of the best-known groups is Sunlight Laundries (Loud and Western). Profits rose steadily in the years to 1960, but 1961 saw a sharp setback. Mr. E. B. Montesole told shareholders of important new plans to integrate the linen hire and supply divisions in the South of England, and the City is keenly awaiting results for the current financial year. These should show some improvement after the £20,000 fall of 1961.

Strikingly similar results have been reported by National United Laundries, the other medium-sized group outside British Electric Traction. National United, based on London, operate nearly thirty laundries and dry-cleaning firms and have just acquired the West Suffolk Laundry. Like Sunlight, National United's profits rose steadily in the period to 1959-60, but fell sharply last year. Earlier in 1962 Mr. S. Bell comforted shareholders with the news that sales had reached a record. He blamed increased costs for the pressure on margins and the consequent decline in total earnings.

Despite the importance of the larger quoted companies, Britain's laundries still have strong regional connections. For investors who are prepared to buy shares in smaller companies with the attraction of better income, London and Provincial might be preferable to some of the larger firms. London and Provincial has a steady financial record, with the dividend held at 12½ per cent. in each of the last five years. On the latest figures, the directors were paying out some two-thirds of profits, but the group's cash position was particularly strong.

For most investors, Advance Laundries will be the most attractive investment in the industry. Its shares can be bought around 10s. to offer about 3½ per cent., more than twice covered by profits. Initial Services, its stable-companion in British Electric Traction, will appeal to people who are prepared to wait for recovery. It might seem more logical to buy shares in British Electric Traction itself, but B.E.T.'s laundry interests are swamped by buses and television. After Advance, National United emerges as one of the soundest of the medium-sized units. Its shares now stand around 13s., to offer some 7½ per cent. on the latest dividend. This yield is much more generous than that on Sunlight, which is roughly comparable in size and recent financial record.

Laundries' appeal to investors remains that they may well become one of the outstanding success industries of the later 1960's. They are now well placed to benefit from further growth in consumer spending, while they are proof against anything but a major economic setback. Many City people believe that the high-quality laundry shares, which have been out of favour with investors, could easily grow as popular as Butlin's or Mecca are today. Logically, dry cleaners shares should be considered along with those of Britain's launderers, for many companies combine both types of business. Britain's dry cleaners, also candidates for marked expansion in a prosperous economy, will be discussed next week.

MOTORING

THE ROAD TRAFFIC BILL

Testing a new saloon

By **COURTENAY EDWARDS**

By the time you read this, the controversial Road Traffic Bill, which is of great importance to drivers of all kinds, may be ready for the Statute Book, even if there has not been time for it to receive the Royal Assent. At the time of writing the Report stage of the Bill had been completed and its Third Reading in the Commons had taken place.

It had then to receive the approval of the Lords. The Bill had originated in the Upper House and it was not expected that any objection would be raised there over any of the amendments introduced in the Commons. The Bill has been expertly steered through the Commons by the indomitable Mr. Ernest Marples.

There is no real risk of the Bill " dying " for lack of time as it did last Session. The present Parliamentary Session will extend over the summer recess into October, when there will be a brief but adequate period available, before the Session ends to complete any formalities concerning the Bill.

Even when the Bill becomes an Act of Parliament it will not suddenly saddle motorists with a whole lot of new regulations, restrictions and penalties, but it does give the Minister of Transport vital new powers. In some cases the new rules contained in the Bill will only come into operation by dates to be fixed by the Minister. In others the provisions of the Bill will be enforced by regulations calling for what I believe are known as " statutory instruments."

One hotly contested feature of the Bill on which Mr. Marples has rightly given way concerns automatic disqualification. It was originally proposed that a driving ban should be automatically imposed on a driver who within the period of three years committed any three of a list of sixteen stipulated offences, some of which were only technical in character, like driving the wrong way up a one-way street. Under considerable pressure Mr. Marples scaled down the list to six of the more serious offences like driving under the influence.

One of the objects of the Bill, the accent on which is on road safety, is to tighten up the law relating to drunken driving. Harsh penalties await—and rightly so—the motorist whose " ability to drive properly for the time being " has been impaired by having too much to drink. The operative word is " impaired." The police will no longer have to prove that a motorist who has been drinking too much is more or less " drunk and incapable."

Then there is the question of blood, breath and urine tests in the case of motorists suspected of having allowed their ability to drive to become " impaired." These tests are not to be made compulsory, but if a motorist refuses, the fact that he has declined can be used in evidence against him. The Ministry thinks the so-called " breathalyser " testing device is not yet reliable at its present stage of development but the Minister is being given powers to make use of it when he thinks it is.

The Bill contains important provisions concerning differential speed limits, stricter control of motor rallies, the use of headlamps (the fitting of which is not at present compulsory), the obligatory wearing of crash hats by motorcyclists and eyesight checks.

The Ford Zephyr Six is an even better car than I thought. I have been driving one of these new six-seater saloons for hundreds of miles and now am much better qualified to write about the many different ways in which it has been improved.

It is a car with much more personality than the Zephyr it replaced. The 2,553-c.c. engine gives the same impressive urge, but it is a much quieter car—the old carburettor roar being noticeably absent—and behaves better on the road. The four-speed all-synchromesh gear-box helps to give the Zephyr greatly improved flexibility and I hope the car's remarkable top gear performance with excellent pulling power at even 20 m.p.h. will not encourage owners of the new Zephyr to be lazy where the use of the gear lever is concerned. I am sorry Ford do not optionally offer a floor-sited lever, though I must confess the steering column shift works very well even if you do have to push it up and down through a rather wide arc.

The number of less important Zephyr virtues add up to a great deal of over-all refinement, including a positive, sensitive throttle control linkage and the way in which you can close the car's doors without slamming. The car costs only £929 including tax.

The Ford Zephyr Six six-seater saloon costs £929, including tax

I appreciated the ability in the Zephyr to be able to turn off the near-side parking light to ease the load on the battery and the easy accessibility of the battery and oil dipstick. If I owned one of these good-looking cars I should also be grateful for the fact that it is now necessary to use the grease-gun at intervals of only 5,000 miles instead of 1,000 miles.

Optional extras include overdrive (£58), automatic gear-box (£110), heater (£21) and real leather upholstery (£21). The Zephyr seats are more comfortable than they used to be, but still not as good as they might be. They do not, for instance, give you the kind of support in the small of the back which reduces fatigue and helps to stave off disc trouble. (Which reminds me that before now I should have praised the Zephyr's stopability aided by Girling disc brakes at the front.)

Other things that irritated me about the Zephyr were the noisy windscreen wipers, the angle of the clutch pedal (the sole of my shoe seemed to double right up every time I used it), the all-too-obvious imitation woodwork on the fascia, and the horn ring.

The Zephyr does over 90 m.p.h., cruises comfortably at 80 and if you don't drive too hard will do up to 30 m.p.g.

Triumph Herald, Volkswagen and Renault Dauphine owners will be interested to learn of a Speedwell device for improving the road holding and cornering of cars with independent rear suspension of the swing-axle type. They call it a rear camber compensator. It is a long steel spring mounted transversely under the rear suspension. It " lowers " the roll centre, reduces oversteer and minimises wheel " tuck-under " when cornering.

It costs only £7 and takes only a few minutes to fit. Last week I drove round the Home Counties in a Dauphine fitted with this gadget and was most impressed by the salutary way it disciplined the car's rear end which can play tricks at times, as with all swing-axle cars.

During a preliminary demonstration run with Mr. Len Adams, chairman of Speedwell (whose directors include Graham Hill, the racing driver), I learned something about the design philosophy which inspired this new accessory. " Due to excessive body roll when taking—for example—a left-hand bend the tendency for oversteer is increased by the left-hand rear wheel lifting," Mr. Adams told me. " With our camber compensator fitted, part of the load is transferred from the right-hand to the left-hand rear wheel, thereby improving rear wheel adhesion and reducing body roll."

Later, Mr. Dave Jones, a Speedwell technician, elaborated on this theme. " For swing-axle cars," he said, " we found that rather than fit an anti-roll bar at the front as we had been doing so successfully on cars with conventional rear springing, it was much more effective to fit, at the back, what is really a roll-inducing bar. Its main value is in really fast motoring by experts and for the protection of unsuspecting, inexperienced drivers who with swing-axle cars can get into trouble on corners when they are taken too quickly or when an emergency develops.

" By keeping the wheels screwed to the road instead of letting the back wheels jump about in an uncontrollable manner the car goes into a controllable slide as with a beam-axle car."

Briefly. . . . Ekco announces a new dual-purpose radio—the Twin-Set—which in the car is operated by the car battery and has a separate speaker, while for use as a portable it has a built-in speaker, aerial, and battery; price 18½ guineas. . . .

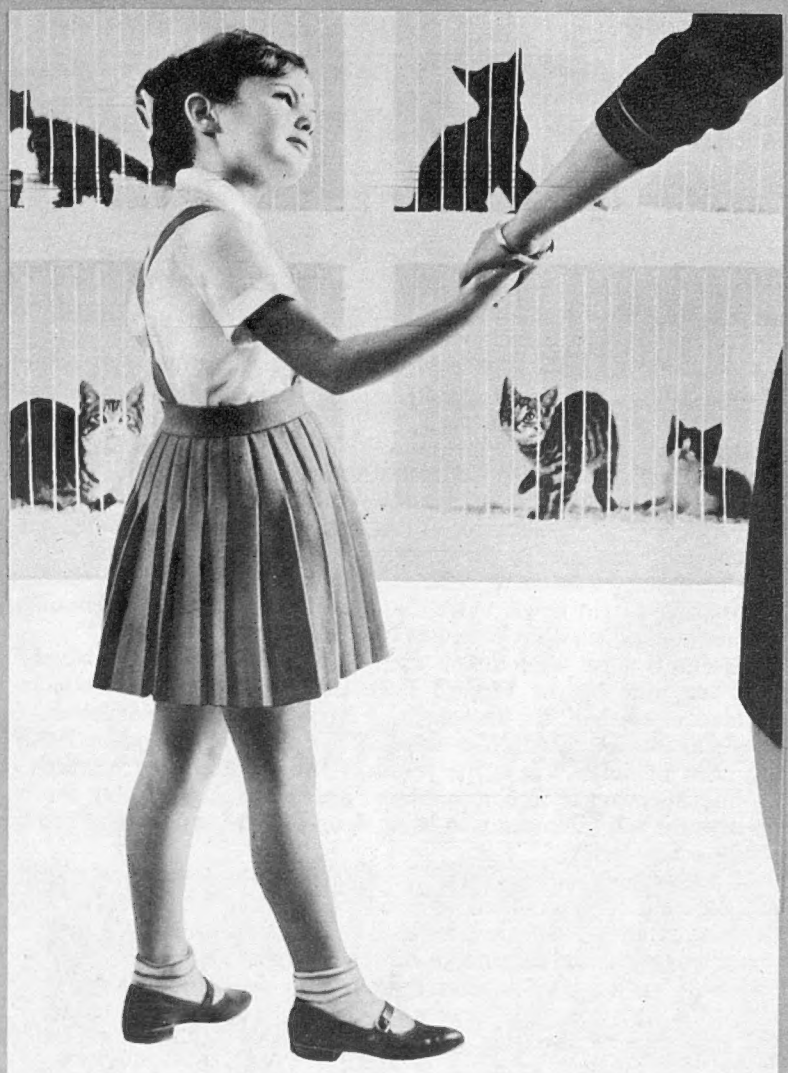
Work on a further 50 miles of motorway is expected to start this year: Chiswick to Langley (M.4), Preston to Lancashire (M.6) and Crick to Markfield (M.1). . . .

Mullard are experimenting with a new form of automatic transmission. They use an orthodox gear-box controlled by a small electronic computor. . . .

London Transport hopes to provide room for over 5,000 cars at more than fifty stations. Southern Region has room for 4,600 at 121 stations, but reports that only thirty of them are used to capacity. . . .

It was good to see Stirling Moss on T.V. looking so well and to learn that he has already resumed driving. Here's wishing him a speedy convalescence. . . .

The Institute of Advanced Motorists has extended its test to include commercial vehicles of up to three tons unladen weight.



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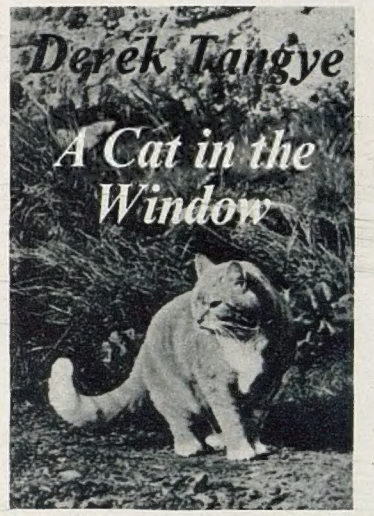

"The best cat book ever written"

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A CAT IN THE WINDOW

DEREK TANGYE

12/6 Illustrated

MICHAEL JOSEPH

HOW WOULD YOU FEEL if someone – maybe a little child – had been killed on the road because of *your* carelessness?

You can't bear to think of it, of course.

But remember – it could so easily happen. Most road accidents are caused by ordinary decent people like you and me failing to concentrate for just a fraction of a second. So from now on please join me – will you? – in trying to be more careful *all the time.*

Peter Sellers

REMEMBER

Road accidents can be caused by people like you and me!

This is Road Training Year – not just for other people but for you. Make sure that you and all your family – as pedestrians, cyclists and motorists – take advantage of the special road training facilities now available. Ask your Local Authority for details.

PRODUCED BY THE ADVERTISING INDUSTRY TO SAVE LIVES

GOOD LIVING

By Ganymede

The subject of traditional English cookery is a controversial one. It is perfectly true that very little evidence of it is left for us to see and taste. Only in its most elementary form does it seem to have survived. Such obvious examples as roast joints, grills, simple fish dishes, a few pies and puddings are about the only ones still with us, and these are taken for granted.

If that is all there is, it is not surprising that the English traditional cookery is being belittled by many who ought to know better. For even a casual glance at the available records of our past history reveals a rich, highly original, and definitely indigenous tradition of cookery. Unfortunately it has completely disappeared from the tables of the nation and is not part of the experience of recent generations.

The reason for its disappearance is difficult to find and any attempted explanation would be no more than conjecture. The fact remains that this heritage of ours has been lost by default.

Attempts have been made many times to revive that which had been lost, one by the English Folk Cookery Association which was founded after the 1914-18 war by Florence White. Her book, *Good Things in England* (Jonathan Cape, 21s.), first published in 1932, has just been re-issued. It is the result of much interesting research, and the publishers must be congratulated not only for reprinting the book, but also for not attempting to bring it up to date, apart from providing it with a new index.

"A practical cookery book for everyday use, containing traditional and regional recipes suited to modern tastes, contributed by English men and women between 1399 and 1932" is Miss White's description of her work; she only claims to have edited it.

We think we take a greater interest in food today than we have ever done before in this country. I could not help wondering if this was true when I read this charming book, this delightful period piece of the early thirties.

Florence White's life was a full one; born in 1864, she spent some years as a journalist in Edinburgh, being chiefly concerned with women's employment. She also investigated the housing conditions of the working classes, and has spent several years abroad in India and Burma, and later in France and Belgium. There she studied art, literature, psychology and cooking. This was only a hobby at first, but from the first war onwards she devoted herself to the study and advancement of food and cooking.

Her tremendous zeal and almost fanatical enthusiasm for the revival of the lost art of English cooking speaks on every page of the book. In her introduction she says: "No nation's cookery is so peculiarly its own . . .", and maintains that because of the division from the rest of Europe our cookery has developed more originality and distinction. She sets out to prove "that England had formerly a complete collection of national food preparations—and none better."

There must be hundreds of recipes in the book, from all ages and counties, for dishes for breakfast, luncheon, dinner and supper, advice on fish, "the roast meat of old England," oven cookery and stews, boiled meats, savoury pies and puddings, vegetables, salads, sweet dishes, savouries and cheese and wines. Under this last heading, by the way, we find "Irish Wine," which surprisingly means Claret! Also under Wines we find Cider, Nettle Beer, To Make Mead, "The Gossip Bowl," Lamb's Wool and General Forbes' Ginger Beer.

Separate chapters are also devoted to Country and Schoolroom Teas, Local and National Specialities and a whole set of menus of English dinners for every month of the year.

I would like to quote here only two of the recipes chosen at random. These might give some idea of the interest of this most unusual book, and show the sincere and industrious approach to her subject of its editor.

"To Cook a Ham (a 'luxury' recipe)": This was found written on a loose piece of paper in an old book, and its date and origin are unknown beyond the fact that it is English.

"INGREDIENTS: Water, sherry or Marsala 1 pint; beer 1 pint; brown sugar a large cupful; real black treacle 1 lb. (*not* golden syrup); any cut up vegetables, onions, carrots, cabbage, etc.

"TIME: 4 days to soak in water; about 4 or 5 hours to cook.

"METHOD: 1. Soak the ham 4 days in water, which must be changed every day. 2. Scrape as usual. 3. Put in pot with fresh cold water, the sherry or Marsala, beer, sugar and treacle. 4. The liquor must cover the ham. 5. A few cut-up vegetables improve the flavour; bring to boiling point, and simmer till done."

"To Roast a Hare (Worcester, early 18th Century): 'Let him be well cleaned with the pudding thus: Sweet herbs, bacon, lemon peel, two anchovies and the liver (if sound) parboiled all chopt fine, beef-suet, bread-crumbs seasoned with what spice you please, mixt all together with butter and put into the belly, truss and roast him, basting him, with a quart of rough cider or milk. Put good gravy under him in the dish.'"

What a shining example of old English recipe-making to the many cookery writers of today!

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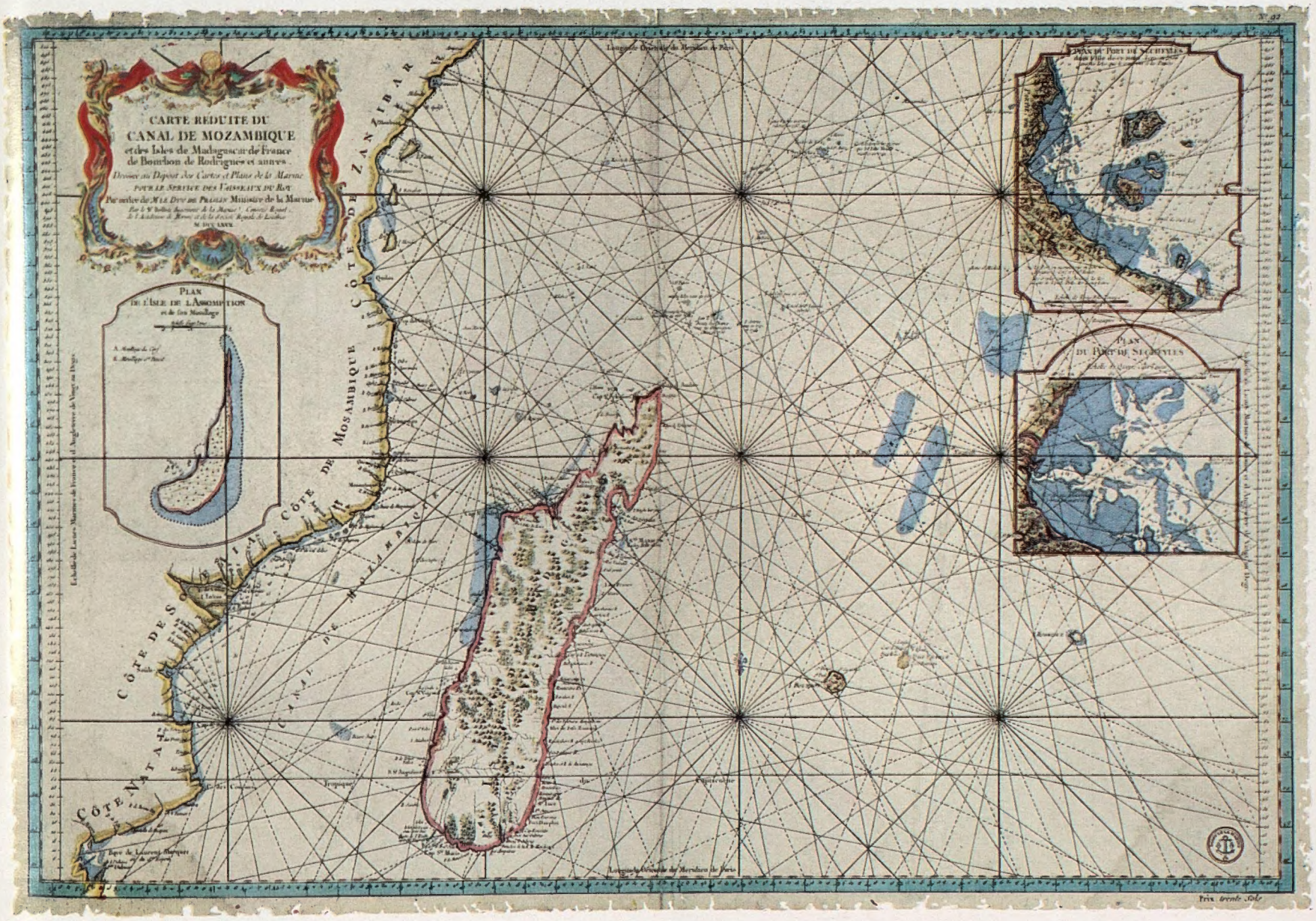

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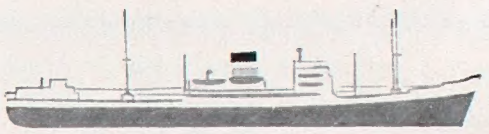

* Referred to thus in this, the third in a series of reproductions of old maritime maps. It is a French chart *pour le Service Des Vaisseaux De Roy*, dated 1767, and bears the insignia of the Ministry of Marine. The decorative cartouche is exceptionally fine.

Good things come from Bristol

–like Bristol glass and Bristol Tipped

You have to get quite a polish on a table before you dare lay out glass as good as Bristol Blue. It dates back to the eighteenth century, if it's genuine, and you must be very careful with it. By all means take your drink from it, however, and let your trusted friends do the same.

Similarly, a Bristol Tipped cigarette should be admired but smoked. You will be impressed by its feel and its flavour, because quality means as much in a cigarette as it does in glass. And from the eighteenth century's glass to today's cigarette, good things come from Bristol. Especially cigarettes by Wills.

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